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ESTABLISHED 1857

HONGKONG, FRIDAY, APRIL 21st, 1911.

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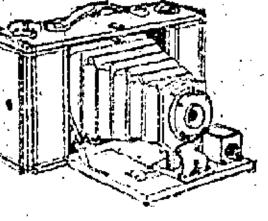


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TATE HAVE This Day authorised Mr. -ARCHIBALD ORR LANG to Sign the name of our Firm by Procuration in Hongkong and China. GIBB, LIVINGSTON & Co.

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Correspondents must forward their names and addresses with communications addressed to the Etitor, not for publication but as evidence of good faith. All letters for publication should be

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Hongkong Uppide: 10a, Des Vœuy Road ( LONDON OFFICE: 131, FLEET STREET. EC

Honokone, April 21st, 1911.

Another attempt is being made by the Government of the Colony to deal with the voxed question of the registration of Chinese partnerships. A Bill was introduced into the Legislative Council yesterday "to establish Registered Partnerships and to give effect to certain Chinese Partnership Customs." Registration is to be voluntary, but partners who do not register are subject to the unlimited liability of the present partnership law. The Attorney-General explains the chief characteristics of this law to be the unlimited liability of each partner for the debts of the firm, the dissolution of the partnership upon the death or bankruptcy of any partner, and the limit to the number of partners. The existing Ordinance entirely ignores the Chinese customs sof partnership, and the Chief Justice in deciding a case not long ago pointed out to the Government "the extreme danger of reproducing English legislation, bodily into the Colonial Statute Book without, at least considering the question how it may affect the Customs of the large body-of Chinese who are legislated for." Apparently the breaking the glass. Bill now introduced is the result of this warning, and it has the merit of being the best attempt so far made to secure the registration of Chinese partnerships in the Colony. All previous efforts have been in

the direction of making partnership registration compulsory, and though many Chinese merchants have favoured, the idea, it has been generally recognised that such legislation would be not only inadvisable, but unworkable. This conclusion was embodied in the report of the Committee appointed by the Governmont to inquire into the subject ten years ago, and though since then, from time to time, Judges on the Bench have sighed for. legislation, no attempt has been made until now to meet the need. The Bill now before the Council seems a very practical attempt to initiate a reform long felt and carnestly desired not only in Hongkong, but in all the Treaty ports of China, as well as in Singapore, Bangkok and many other centres of trade where there are Chinese trading communities. When once the most important Chinese business concerns of the Colony commence to register their partnerships, in all probablity the example will be widely followed by the smaller firms, for the advantage of The provisions of the Bill would appear to meet the chief objections which have hitherto been advanced against registration of Chinese partnerships. It has been urged, for instance, that if-registration were made. compulsory, the actual proprietors in many cases would put forward mon of traw to be registered. This was a view presented by Sir Thomas Jackson and others before the Committee of Inquiry ten years ago, and Sir Thomas said: "One would rather know the amount the firm is worth than know the names of the partners." We may take it that he would agree that it useful to know both, and the Bill just introduced in the Council, if passed, will doubtless induce those Chinese firms who have nothing to fear, but much to gain, by such publicity, to supply these particulars for the information of all and sundry. Due care seems to have, been taken in the Bill to guard against the possibility of wide powers and a fraudulent registration. Each partner desiring to be registered is required to deliver to the Registrar of Companies answers to eight specific questions, and anyone knowa Magistrate to a fine not exceeding to

ingly making a false or incomplete return commits a misdemeanour. The only penal clause in the Bil', however, relates to ! default in complying with the provision which requires any change occurring in a registered partnership to be notified to the Registrar of Companies within fourteen days, each registered partner being made liable on summary conviction before

dollars for each day during which the default continues, the maximum being fixed at five hundred dollars each. Registration in the first instance being voluntary, there does not appear to be anything in the provisions of the Bill to which serious objection can be offered, and we imagine it will be welcomed by the leading Chinese firms in the Colony. The experiment is

one well worth making. The Coronation of the King of Siam has been fixed for the month of November, although the actual day has not yet been decided on.

Mr. T. Aoki, Japanese Commercial Attaché for Hongkong, has arrived in the Colony, This is a new appointment so far as Hongkong is

A gainbling raid was carried out at 36, Canton Road, Kowloon, on Welnesday night, and 16 men, mostly launch coxswains and lightermen, were arrested. Yesterday they were fined \$4

Colonel C. W. R. St. John has assumed command of the Troops in Hongkong during the | siderably improving the situation. absence of Major General Anderson, C.B., who has gone to Shang bui for the annual inspection of the Volunteers.

The police have been informed that a party of men went to the Yin On godowns in Des Voux Road on the 17th inst. and by means of a forged order obtained 205 bags of damaged rice valued at \$1,600. The thieves have not been traced nor the property recovered.

A paragraph is going the rounds of the papers in the Far East that His Excellency the Governor of Hongkong, Sir F. Lugard, K.C.M.G., and Lady Lugard will proceed to India to attend the Coronation Durbur but we learn that there is no definite authority for the statement yet.

An American picquet on duty in Hongkong on Wednesday night fell from grace. Apparently he imbibed too much liquor with the result that instead of assisting to keep the peace became exceedingly disorderly. He broke a nane of glass in an electric train and was also accused of assaulting a Chinese constable. made his appearance before Mr. J. R. Wood at the Magistracy yesterday. The charge of as- 500 was played, and the result showed saulting the police was withdrawn, but he was fined \$25 for disorderly conduct and \$5 for

ARRIVAL OF THE SUBMARINES.

The three submarines which have made the voyage out from England arrived in Hongkong harbour yesterday morning escorted by H.M. cruisers Monmouth, Pelorus and Edgar.

### TELEGRAMS.

[Protected by the Telegraph Message "Copyright Ordinance, 1894.]

["DAILY PRES" MICLUSIVE SERVICE.]

REVOLUTIONARIES IN PEKING.

WHÖLESALE ARRESTS.

PEKING, April 20th.

Sixty suspected revolutionaries, of the late Acting Tartar-General of Cauton, and followers of Sun Yat since Monday.

Cantonese living in the province of several men who are interested in businesses with foreign partners.

The incident is bling widely dis-

THE VICEROYALTY OF \_ MANCHURIA:

Peking, April 20th. E. Hsi Liang has been relieved of the Vicerovalty of Manchuria, and grown-upsalso. It makes as all feel very small E. Chao Erh-hsun, the able Vicerov of Szechuan, has been appointed to succeed him with the special rank of Imperial Commissioner.

His Excellency will combine with ais office the Tartar-Generalcy of the Three Provinces, and is thus given direct\_and unchecked control over the military Manchuria.

TREUTER'S SERVICE TO THE "HONGKONS DAILY PRESS."]

TURKEY AND PERSIA.

THE TURKISH POLICY,

LONDON, April 20th. In the Chamber at Constantinople he Foreign Minister, Rifant Pasha,

has made a statement on the country's foreign policy. Referring to Persia, he said that Turkey desired to see a strong and

independent Persia, and the only

question in dispute was the delimitation of the frontier. The Minister announced the proposed appointment of a Turco-Persian Commission of Delimitation, but said

had not yet been received. 🧨

the reply of the Persian Government

FIGHTING IN MOROCCO.

London, April 20th. A Tangier message states that the Sultan's army in retiring on Fez from the Sherarda country met the rebels gained a great victory, con-

THE WAR IN MEXICO.

London, April 20th.

Telegrams to-day mention the opening of negotiations for an armistice they are already seaking. Perhaps some 1924 with the Mexican rebels.

BILLIARDS.

An interesting game of billiards, which may be regarded as a match for the amateur championship of the Colony, was brought to a conclusion at the Soldiers' Club last evening. The game was between Sergeant Pitt, of the Hongkong Police, who recently won the Amateur Champiouship, and Corporal Ceary of the K.O.Y.L.I., a new arrival. The match was started on Wednesday night when the first 50 was played, the scores being, Geary 502 and Pitt 407. Last night the final That is the wrong way of being kind. There that Pitt had met his match, notwithstanding the fact that he played a consistent game and scored the highest break of the evening, 48. Geary, who has a splendid light touch and a true eye, also showed that he had an excellent knowledge of the table, and rat out a winner by 132, the final scores being:

Geary, 1000; Pitt, 868.

LEAGUE.

ADDRESS BY LADY LUGARD.

Lady Lugard, as President of the Hongkong Branch of the Ministering Children's League. yesterday afternoon entertained on the lawn of Government House 233 European mombers and 88 associates of the League.

people, said :- Children,-You have come to children who join it. In every part of the tea with me. And the reason you have come | world there are charities to help these who to tea with me to-day is because you have all are very poor. In Hongkong there are a good joined the Ministering Children's League. Be- many charities which are specially intended fore we have ter together I want to talk to help poor children. There are convents believed to be friends of the murderer Children's League. The first thing I want to received and educated. There is a house say is that the League is only a League of where blind children are taken care of and Kindness. We have all joined it -we grown- aducated. These places need money to pay ups as well as you children-because we think their expenses-children have no money that the world can be unde better by having of their own to give, so the Ministering League Sen, have been arrested in Peking | more kindness in it, and we all hope to learn to doesn't ask for money. But children can be a little kinder than we are. That is the work. The Ministering League has a bazune chief thought that I want you to have in your every year where things are sold for money The prisoners, who are chiefly minds while I am speaking-just the thought and it asks all the children who join the of kindness.

know what Ministering Children are. Minister-

help." League, I may perhaps tell the little ones;

means joined together, so the "Ministering

Children's League" means "Children joined.

of you in Hongkong have joined together to help.

less than the world! It seems a big thought

to think how big the world is and how little we can do. But the only way the world can get helped, is by everyone trying to do what he can in the place where he lives. We who live here begin with Hongkong. It is part of the big world. And you begin with the bit of Hong. kong that you live in-your home or your school. They also are part of the big world, and the way you begin in your home and your school is that you try to be kind to everybody and everything. Fortunately it is really easy to be kind. It is much easier than doing sums or practising scales or making button-holes. It is so natural. Everybody can do it. There is always something that wants holp. Perhaps it's only the cat who is mewing at the door to get in or to get out. Well, you lot her in or out! Perhaps it's your mother who is tired and wants you to mind the baby while she gets a cup of tea. Well, you mind the baby and you take care if possible that it does not him with his arithmetic. Perhaps somebody get as much as we pay for: sick would like to be read to, and you read things that you could do, not only every day, staff at that institution consists of every child who joins it is that they should be sun," as at sea. kind. This is the real meaning of joining the of all the virtues, for kindness leads to unselfishness, and unselfishness leads on to all the rest. Teas and speeches and subscriptions and working parties are all good as help, but they will be as nothing unless they leave us a little really kinder than they find us. You will forget about it, of course, sometimes. We all forget. But to-morrow morning I want you all just for once, when you wake, to say to yourselves. "I have joined the Ministering League, and I must be kind to day." Then I want you tofind so mething kind to do as early in the day as possible. If you do this once it will come to you to do it again, and help to form a kind habit of mind. If you have forgotten already by tomorrow you must try and do it some other day | the years 1901 to 1910, is as follows :when you remember, and when you try to do something-kind let it be something really kind that the other person wants, not only something that you yourself want to do and that the other person does not care about Don't try to read to someone who does not want to be read to. Don't water the flowers when 1903 of you have heard about the Boy Scouts. The Boy Scouts in England are something the same as ministering children here, but the Scouts movement is for boys only. One of their daties is to try and do something kind every day. The Boy Scouts haven uniform which they are rather proud of wearing. One boy that I heard of had just got his new uniform. He was very pleased with it and wanted to show it to every one he met. A friend to whom he showed it said "Yes, it is very nice, but have you done your kind act to-day?" "Oh, yes, I done it!" "What did you do?" "I showed my uniform to the baby." Now you all see that the baby couldn't possibly want to look at his uniform, so Muster Johnny was simply-pleasing himself by showing off his uniform. He wash't doing a kind act at all. was another boy in a place where I was when I was at Home where there is a great deal of hadting and a good-many tiresome gates. The hunt was stopped one morning by a gate. The boy ran and opened it and held it till all the

man through put his hand in his pecket to find

a shilling for the boy. But the boy shook his head.

"No, thank you, sir," he said, "I am a scout."

THE MINISTERING CHILDREN'S | He was doing his kind not, but it was a real | HONGKONG kind act that the whole hunt wanted, and he did not want to be paid for it. Now I expect you know what I mean when I say that we want you to open gates and not to show your uniforms to the Chaby. I said a little while ago that you can all -even the youngest of you—tind ways of your own to be kind. So I am sure you can. But in case you can't always think of things for yourselves, there is one wa Lady LUGARD, in addressing the young that the Ministering League puts before the you a little about the Ministering and schools where poor children are

League to work for the bazang. When they The name of the League, as you know, is the want to do an act of kindness they can desuch registration will quickly be recognised. Child, include a leading actor and Ministering Children's League, Now you all know some work for the bazare, and later when all what children are, but perhaps some of you don't the work is sold at the bazane, the money that is made is divided between the ing means holping, and "Ministering Children " charities of Hongkong, Just a little means "Helping Children," or "Children who the money that is made is sent to England, too, to help to keep a home for children who have no home in England. The bed for one child which is paid for by the money sent together to help." Look round the room! There | from here is called "The Hongkong Cot." are nearly 250 of you here. That means that 250 The bed has been paid for up till next Decomber, and before November we will have another You may ask, to help what? Why mothing bezaur and send home more money, so that you may keep that child happy for another for children, and some of you quite little ones, to year. That is a kind thing which you can help—the-world.—At is a big thought for us join—in. The ladies who are Secretaries and Associates of the League will help you child ren with the work, if you ask them. That will | the year 1910. be their kind act. In this way, by working for

the bazaar you who have no money can still help children who are poorer than yourselves. It bears out your name of "Helping Children." And what the League particularly wants every one of its members to remember is that thou the world is big, nobody is too small to be abl to help it with kindness. After the address tea was served-on-the-lawn;

CORRESPONDENCE. THE TIME BALL OFF DUTY. TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

on the north side of the house.

"DEAR SIR,-" Time-Ball" is very naturally surprised that in a great port like this the Observatory cos not give us the time on Bank who wish to ask, any questions and to Holidays. His surprise will perhaps be increased squard. Perhaps your father wants his boots, if he looks up in the Gazette the magnificent and you fetch them. Perhaps you are eleverer appropriation made for the maintenance of the at sums than somebody else, and you can help | Observatory, and he may agree with me that we

He suggests a comparison between the to them. These are all very little things, and | running of the Observatory and of a ship. Let I don't doubt that every one of you -even the same low for we can go in this direction very smallest-cau think of other and better If I am rightly informed, the scientific but many times in the day. Perhaps you have Director and one assistant: so the skipper never thought that to do these kind their swould and the mate should take watch and help anybody. But it would help the whole world | watch three bundred and sixty-five days a year very much if everything in it were kind. So "Time-Ball" surely knows how he is dropped, the first thing the Ministering League wants of | by stellar observations, not by "taking the

If his sailer friends would pay another half League. Kindness, we think, is the beginning | cent. a ton, they might have all sorts of luxuries. Failing that, I suggest that they put in a little work on Bank Holidays, take the sextant and chronometer ashere, as I have had to do many a time, with the artificial horizon, and pet time for themselves.—Yours truly,

FAIR DEAL.

THE MAGISTRACY.

The report of Mr. E. R. Hallifax, Police Magistrate, shows that the number of cases at the Magistracy for 1910 was 11,681, as compared with 10,991 in 1909. The revenue for the year under review was \$75,970.76 as against \$69,986.42

The total number of cases tried in, and expenditure and revenue of the Magistracy for

Year, Expenditure, Revenue, To

... \$23,794.23 \$68,764.55 14,531 34.60 % 29,050.62 96,723.25 16,070 30.03 38.046.30 71.310 77 14.268 53.35 38,486.48 95,405.12 14,505 40.34 35,762.86 88,145.26 13,450 40.57 39,303.16 79,557.64 13,871 49.40 40,455.52 67,133.26 13,414 60.26 46,018.18, 68,696.43 10,555 66.98 40,119,69 69,986,42 10,771 57.32 38,4 8.03 **75,970.76 11,688** 50.58

WEATHER REPORT.

has fallen considerably in Yladivestok, and risen

terday has reached the neighbourhood of a quantity of stores which are available for

The oth r depression which was situated over Hokkaido has moved away over the Pacific. . A band of high pressure lies over S. China and the Pucific towards the Bonins. Moderate N.E. winds are indicated over the

. part of the China Sea Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:---( N.E. winds, Hongkong & Neighbourhood | light or mode-

rato ; fair. men on their horses had got through. The last | Formosa Channel Same as No. 1 South coast of China between | Same as No. 1. Hongkong and Lamocks. South coast of China between | Same as No. 1.

Hongkong and Hainan

#### LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative. Council was held yesterday at the Council-Chamber.

The following were present :-HIS EXCELLENCY THE GOVERNOR, SIR

FREDERICK JOHN DEALTRY LUGARD, KaCaM.G., C.B., D S.O. Hon. Mr. C. CLEMENTI (Colonial Secretary).

Hon Mr. C. G. ALABASTER (Attornoy-Ion. Mr. A. M. Thomson (Colonial Trea-

Hon, Mr. W. CHATHAM, C.M.G. (Director Public Works).

Hon. Mr. A. W. Brewin (Relistrar-General) Hon, Dr. Ho Kai, M.B., C.M.G.

Hon. Mr. WRI YUK, C.M.G.

Hon. Mr. H. E. Pollock, K.C.

Hon, Mr. E. A. HEWETT. Hon. Mr. E. OSBORNE,

Hon Mr. H. KESWICK, · Mr. R. H. CROFTON (Clerk of Councils). MINUTES.

The minutes of the last meeting were read NEW MEMBER.

Mr. C. G. Alabaster took the oath and assumed his seat as a member of the Council

FINANCIAL MINUTES. The Colonial Secretary, by command of His Excellency the Governor, laid on the table Financial Minutes (Nos. 23 to 25), and moved that they be referred to the Finance Committee. The Colontal Tresasurer seconded, and the motion was agreed to.

The Colonial Secretary, by command of His Excellency the Governor, hid on the table the report of the Finance Committee (No. 5), and moved its adoption.

The Colonial Treasurer seconded, and the motion was agreed to.

The Colonian Sec-ETARY, by command of His Excellency the Governor, laid on the table > the report of the Police Magistrates Courts for the year 1910, also the report on the British.

section of the Kowloon Canton Railway for

KOWLOON-CANTON RAILWAY.

His Excellency-Gentlemon, this is the fourth successive year that I rise to make the annual statement on the progress and the cost of the railway. The c st of this undertaking is so large in proportion to our revenue that I have always thought it advisable to treat it in a manner usually accorded to the colonial budget. I hope that that course is in accordance with the wish of this Conneil and of the community outside. The report of the Chief Resident Engineer is laid on the table with the accounts for the last year, and I shall ordeavour to explain such items as appear to require explanation and to invite your attention to some of the salient points. The task is not an easy one without being prolix, and I would ask you in dealing with the figures to follow me as closely as you can in the tables in the report. In order that, our procedure may be in accordance with the standing orders of this Council I will move the resolution as printed in the orders the day, in order that members express their views on the railway may have an opportunity of following me and doing so. The estimated total cost of the railway including interest on the capital sum during construction was last year put down at \$12,371,495. That, you will nee, is in column 3 on page 9. The estimated total cest now appears in column 6 as 512,296,929 to complete the railway. That shows a decrease on the total estimated cost of last year of \$74,566, and to this estimated decrease we must add the cost of the projected light-line-between Fauling and Shatankok, which is \$72,003, because this is now a separate work and was not hitherto included in the estimates of the railway. I will speak more on the details in a few minutes. Adding these two sums we get a total decrease in the estimated cost of completion of \$146,574. In the next table on pages 10 and 11 you will find a statement in detail of the various excesses and savings on the new estimate over the estimate which was presented to you this time last year. The first important item in that list is under heading IX . and f construction plant for loco, and coaching and waggon and rolling stock. From this \$181,944, we must take \$20,000, which is included as part of the cost of the Fanling railway, which makes the item an excess over last year's estimate of \$161,344. This increase in the cost of rolling stock is in order to meet the requirements, I both in locomotives and in coaching stock, for the through connection to Canton, and I may mention in this connection that it has been already agreed that each section, the British and Chinese, shall find its own rolling stock in proportion to its mileage. The next large item is inder "Construction" No 9, construction plant, heading a You will see there is a sum of \$109,961, which has been written off for de-

preciation or realisation of plant required during construction, that is to say, that the total net cost to the railway of plant required for construction now stands at \$211,395, as shown in the total column. Hon. Mr. HEWETT - Excuse me, your Excelloney. I think you have given us the wrong

The DIRECTOR OF PUBLIC WORKS-Pages

number. I cannot follow it.

His Excellency-We must take pages 12 and 13 in conjunction with page 9. Referring for the moment to page 9, you will see that a sum of \$109,9%1 has been written off the item of construction plant for depreciation and realisation of plant during the year, and the net cost is shown in column 6, page 9, as \$211.845, and not as it was last year at \$101,884. That is to say. it has been increased by the sum of \$109,961. The third large item of excess is contained in On the 27th at 11.55 a.m. - The barometer | the last five entries in column 6, page 9, under the headings "Stores China" and "Stores suselsewhere, particularly over N.E. Japan and N. | penss." The first three of these items total to a sum of \$113,395, and if you turn The depression lying over the latter area yes. to page 7, you will see that that sum covers renewals and extensions, and provide sidings and spares for the line after completion. The last two items under "Stores China" and "Bricks" total to \$76:446 These stores are expected to realise \$32,000 on sile, just as the stores under "construction plant" are expected to realise one lakh, and that has been taken as credit (\$132,000, at the foot his italies) which is expected to be realised from sales of stores whenever any purchaser may be found, and you will notice that sum has been written down also by \$18,000 from the sum of \$150,000, at which it stood last year. Adding hose various sums-the amount by which construction plant has increased, totals under "Stores China" and "Stores suspense" and the \$18,000 written off from the amount expected to be realised by siles, - totals

\$317,802, excess on the old estimate of last

year. Out of that excess the railway will have in

add to that sum the sum I first spoke of for rolllarge items. The first, 3391,946, is under "Land". on page 12. That sum arises from the fact that the amount paid for the resumption of land north of Salisbury Road, which was at first amount which has been borne by the revenues of 1 the Colony under Public Works extraordinary on account of the recumption of land north of Salisbury Road is \$747,285. The rest of the items of excesses and savings in table 2 are comparatively small amounts, of which explanation is-given-in-the-margin-and-t-think-1-need not trouble the Council with any detailed explanation. The total cost of the railway, therefore, including the Fanling extension, now stands at 812,226,929, and this is roughly about the amount of the sum which this Colony berrower and lent to the Viceroy of Wachang. Half of that toan less been repaid and already spent on the railway. The remainder is in course of repayment by annual instalments during the next five years. Our section was as you some delay which was caused by the non-receipt of frames from the Crown Agents in London The following tables in the report show th expenditure and the receipts for the list three months of the year on the open line account. railway. You will see there that the earnings amounted to \$33,980, which included \$7,000 for conveyance of material to the Chinese section. Theestimate which we had formed of receipts for

six months was only \$20,000, and therefore the amount we actually realised is nearly three and half times as great as we had expected. penses amounted to \$33,147, exclusive of interest on capital. That shows a small profit of \$883 The interest on capital for those three months amounts, roughly, to about \$96,500, and that sum has to be met from the current revenue of the Colony, less the small prefit of \$883. For the current year, 1911, entimates show a sum of \$593,480, which includes \$410,000 for interest, but includes nothing for the sinking fund, which ought to have been included in the amount. Mr. Lindsey, as you will see, has revised that estimate, and his revision shows a number of variations, but the total is very nearly identical with the estimate of last year and differs only to the extent of S1,722. The estimate of receipts during the present year in our printed estimates was \$107,000. The Chief Resident Engineer estimates that receipts will in point of fact, amount to at least \$176,000, an increase of \$69,000 over the estimate formed last year. There will therefore be in the current year a sum of \$418,830 to be paid out of the current revenue of the Colony, and if would to that a sinking fund of one per cent, there will be approximately debited against the revenue of the Colony of \$520,000. These, gentlemen, dry figures, and I doubt you will be interested to hear wi general deductions I draw from them In the first place, I may say that traffic has very largely exceeded our anticipations, and it is con-Releatly hoped that when the Chinese section is opened the receipts from the railway will be very much larger than we ever dared to anticipate. These are the opinions of men who have studied the returns both of our own railway and of that part of the Chinese section already thrown open. For my own part I not venture any opinion. The Chinese section is expected to be opened by the end August, and we shall not therefore have any complete account of the working of the whole railway until the end of the year 1912. Mr. Lindsey anticipates that the earnings for the that the Government were offering various twelve months ought to amount to at least portions of the reclamation for \$370,000. If that is realised the deficit, includ. or rental that it is not the intention of the ing the sum pityable for interest, will be reduced

to about \$360,000 or \$370,000. That is the burden which the taxpayers of this Colony will have to bear annually for the benefit railway. which I hope, largely the prosperity and trade of this Colony "indirectly, and I trust also that this sum, present so heavy, will be annually and rapidly decreased as the proceeds from the railway increase. The cost of working the railway would; of course, be very largely reduced if the whole line was worked as one business concern under joint management, which was our original intention. The duplication of staff, which is wholly unnecessary, would be avoided and the cost would in like propor tion be reduced and enable us more successfully to compete against water transport. Negotia tions for a working agreement are now progress. Therefore it would be improper and unusual that I should refer to them in any detail, but the Council will be anxious to know generally speaking, what is being done, and far as I can do so I will explain the progress up to date. About a year ago Mr. Wei Han was appointed as Director of the Chinese section and , as negotiator on behalf of a working agreement. On our side I appeanted Mr. Lindsey and Mr. Clementi to undertake negotiations and discussions with him. -We drew up a deaft working. agreement upon which I consulted some high railway exports while at !Home. They prohounced it a sound one. On the way out discuss d the question at considerable length with His Excollency the Director of Railways Liang Shi-Li, but we did not arrive at any find result. Mr. Wei Hau last his appointment, to great regret, and was succeeded Chan, with whom negotiations have been carrie on in a most friendly and courteous spirit. trust they will eventuate in a satisfactory agreement. The next point to which I would ask your attention is the item Workshops, for which a sum of \$63,454 appears in the estimates in addition to a sum of \$60,000 required for

machinery and equipment. The Chief Resident

Engineer rays that out of the actual cost of the

workshops at least one-third would be required

addition the cost of a loco, superintendent's

office and stores, which under any circumstances

would be necessary. We must therefore pay a

total cost for workshops and equipment of

\$101,000. Now, gentlemen, the Government

has been subjected to some criticism for

regard specially to these workshops. It has

been said that we should have employed

the Docks or other agency to undertake the

repairs instead of doing them ourselves, and the

Chairman of the Dock Company, who occupies

a very prominent position both in the Colony

and at this Council table, said the other day that

work could be done as efficiently and much more

cheaply by the Dock Company. Not only the

shareholders but also the general taxpayers

suffered from the course adopted by the

Government, which was unnecessary and in-

volved excessive expenditure. I feel sure the

hon, member will be glad if I take this oppor-

to foster local industries

hand stores to the value of \$113,305 for renewals tunity of explaining so far as I can the action of construct one to the Cement Factory and other. At the very most, if you get six per who enter houses and gag women and board

know, opened on the 1st October last, in spite of the whole of the power shops, instead of altemptjustified in extending it on to Pingshan and these workshops, for machinery deteriorates cation of the "cat" combined with a long annual meeting of the Wharf and Godown Compacy held on the 4th March last the Chairman foured that the Government would tilise the railway reclamation for the purpose! of establishing wharves and godowns which I can. would compete with the Company, and he urged the Government to be as generous as possible in the matter of sidings. A railway reclamation is a necessary part of a railway scheme, and if was decided upon before I came to the Colony. Limit recall to your mind incidentally that the contract for that reclamation and big cutting at Hunghom was given to a local firm: Now I think the Government would have to 1911. plead guilty to the charge of scritteing the interest of the taxpayor if that reclamation for which he has raid was not fully used. The rental of wharves and gollowns or other uses to which the reclamation may be put representinterest on capital expended by the taxpayer forming that reclamation, and it is undoubted! the duty of the Government to do its best to get an adequate return for money spent, by the Colony in forming that reclaimation, say at once that the Government line no idea d building either wherves or godowns on that eclamation unless and until the development. the railway would justify and necessitate such extensions. I think it would be obvious to anyone who has taken the trouble to read the Gazette and saw therein a notice

Government to build wharves and bodowns compete with those of private companies. can assure the Wharf and Godown toumany valuable statement which also the Dock Company, both of which are industries which have been established for great number of years in this Colony, and which we are all extremely proud having added largely to the prosperity this Colony, that the Government is not Iblind to the mutual assistance which should exist between them and the railway and I may also say the Star Ferry, with whom we recently made an arrangement a broad-minded spirt is necessar in dealing with this matter, and liberal spirit should not be confined to the Government, who is acting in behalf of the taxpayer, but should also be shown by the Companies themselves. That, I am sure, we shall get from both these large Companies in dealings we have. with them in the fucure. In the matter of sidings which was also alluded to in the speech referred to, we have done our utmost. We have alreads brought the siding from the station at Hung hom to the nearest of the Wharf and Godown Company's godowns, but it is not satisfactory either to their or to us. I may also say that other companies' interests are involved, and very often what one company wants another company objects to. I have found occasionally that the only line of action in which the companies agreed is the compromise made on the side of the Government. which is simply representing the taxpayer. The sidings, however, are only a temporary business for we thought it wisest to await the completion of the working agreement and the opening of the Chinese section, when we shall able to judge of the traffic we may expect what the demands will be: that to say, in what particular localities traffic i heaviest. The problem is a new one to Hong. kong, and I think it is very unwise to adopt. premature conclusion. We spend our money when and as we find it absolutely necessary to do. Again, also, with regard to the Wharf and Godown Company, they have already had proof that | like 122 million dollars, some 100 or 150 per cent the Government is most desirons of working in every way with thom, for they have been for the erection of a running shed, and in employed in the matter of the King's warehouses and also in regard to railway offices. It is very seldom, gentlemen, that I have an opportunity of offering explanation on matters in which the action of the Government has been criticised, and I trust both the kon, member and the Council in general will

consider the explanation I have offered to be a

satisfactory one and will agree that we have done

our best in somewhat difficult circumstances.

And I would renture to appeal to persons

of weight in this Colony, and also to the local

Press, that when they wish to make criticisms.

regarding the action of the Government they will

endeavour if possible to ascertain what the actual

facts are. That information is always at their

disposal any time they like to ask me. Criticism

based on accurate facts is always valued.

but criticism not so based, I sometimes think,

makes us look neither dignified nor sonsible in

the eyes of our neighbours. In the matter of

sidings, we have constructed one to Holt's go.

downs, and we have it in contemplation to

rate of exchange during the year was much submitted by the Dock Company considerably which we required to be resumed should and I feel satisfied that the business community they can get. As a result, being sure that they higher than was anticipated at the time when higher than those of others. Therefore I think be of sufficient area for the road to be here will support the opinion which I have will be at liberty again within three years or so the 1910 estimates were framed. The total the general taxpayer will agree with me that it broadened to 14 feet. We have accortained expressed. We have two big dock companies here, they threaten anyone giving evidence against would have been unwise to have given a mone, that there was a very large traffic between with permanent staffs, and there is very often a them that they will subject them to their signal poly to any single firm in the Colony: That, of Mirs Bay and Samchon, sjust across slack time, and if nocessary the Admiralty dooks revenue when they get out of prison. This makes course, is apart-from the siding difficulty, and also four frontier. Therefore I think if a light two- yard would, no doubt, help the Government out people who are subjected to-these outrages most

> charge. The railway has in any case to employ of sold meter gauge. 2ft. 6in. lines and to us, and it still seems to me, that there is no than it ought to be. On the other hand, Mr. a locomotive superintendent and an engineering sleepers, together with two small engines which necessity for a railway 22 miles long to go to Badeley tells me that convicts who have no staff which will be available for employ. it is proposed to utilise. It is also proposed the expense of keeping two large stuffed work- actual period of impri-enment of from five to ment in the workshops, and therefore the to purchase a certain quantity more material shops which cannot possibly be kept fully one seven years are, independent of the mark cost of repairs will be very largely covered necessary to complete the line. The widening played. I make that statement without the system, taught a trade, and when they come by the salaries and charges which appear in the of the road will to borne by Public Works slightest heartation, in spite of the fact that so out of good are generally in great demand permanent establishment of the railway. We Extraordinary out of the public revenue, and great an authority as Mr. Wolfe Barry is up as skilled artisans. In his experience he

case it pays it. I think, gentlemen, my words | meeting of this Conneil.

His Excellency then moved the resolut Thursday; tion as follows: "It is heroby resolved that a sum of dollars four hundred and cents fifty-nine (\$412,501.59) be advanced to be taken next meeting out of funds in the custody of the Government for the construction of the Kowloon-Canton Railway (British Section) during the year

The COLONIAL SECRETARY seconded. Hon. Mr. HEWHTT-I rise to a point of or ler. I did not understand by your reference following the question of the budget as to whether we should be called upon to rote on this resolution this afternoon, or whether it is to be postpoued until next meeting, and if postponed whether unofficial members will have

the right of speaking. HIS EXCELLENCY It was intended to pass the resolution this afternoon, when any member can speak and I will reply; but if it should be desired by unofficial members that the resolution be deferred until next meeting

shall be glad to do so. Hon. Mr. HEWETT - Your Excellency, that being so, whether this resolution goes to this meeting to-day or not is apparently a matter still to be settled. It is very obvious that unofficial members at all events cannot possibly be expected to express an opinion he vote now before us, or the very vour loney has put before us, for the very good reason that the report has only been before us for about ten minutes. Therefore it is only right that we should have time to consider the question and make any remarks which may occur us. I am perfectly certain that the unofficial members-although I do speak for them-will enderse what I say with regard to the carefully prepared and illuminating romarks which your Excellency has been good enough to give us, and which, when carofully considered, will put us in possession of the financial side of the question. Still, hink we ought not to be called upor this resolution afternoon. Practical work on the railway was begun before your Excellency arrived here, but from the first day of your arrival you have devoted every possible spare moment of your time and given all the necessary personal supervision you possibly could to this railway. here has been any money wasted or any loss of time it is certainly not due to want of any exertion your Excellency's part. That, I think, all are agreed upon. At the same time I again feel called upon to make some criticism on the way this railway has been constructed, and I cannot accept the statement made by your Excellency that the interests of the ratepayers have not suffered during the course of the construction of this railway, the original estimate for which was something like between five and six million dollars. The whole community, realising the importance of being linked with China by rail, urged for many years that railway should be constructed at the earliest possible date. Therefore the whole community is responsible for the construction of the railway, but it is not responsible for the way in which it was constructed, nor for the cost incurred. The cost is now estimated, including everything, at something more than theoriginal estimate. That railway is 22 miles long, running over comparatively simple country, close to an important shipping centre, and cost the incredible sum of something like £50,000 per mile. I doubt if any other railway in the world, with the exception of one or two in South America, have ever cost such a price. and I cannot see why ours should have cost think that those who are responsible for the

proper interests of the ratepayers before them.

the best they can in the interests of

and repairs to the line after completion. If we the Government to the Council. A proposal to one to the Standard Oil Company. This cent. increase you will really be doing junks carrying inoffensive and marmed run asiding to the Dock Company was made fully I hope, will foster local industries. very well, but that does not seem to be crows will, I hope, in future be sure that ing stocke \$161,344, we got a total excess on these two years ago. It was made with my own per list is not primarily to foster local industries that sufficient for proper upkeep and working they will receive a flogging with the two large items of \$479,146. This excess is much sonal and most cordial approval, but we found it they have been constructed, but because the expenses. Your Excellency made rather special "cat" in addition to a long sentence more than wiped out by a saving on two other was attended with very great difficulties in the railway hopes to secure an adequate profit for reference to my hon, friend (Hon, Mr. Keswick) of imprisonment. The Assistant Superintenway of getting a siding into the Dock work- the Colony. I will turn now, gentlemen, the Chairman of the Dock Company, and dent of Victoria Gaol, whose long experience shops, and also that it would be very costly, to the light line to which I alluded just I think it is only right to remind you, though he makes his opinion of some weight, talls me

were not unmindful, gentlemen, of the desir- the grade will be limited to 1 in 20. Separate against me. I am perfectly certain that that can hardly recollect that a convict of

ing to generate power ourselves. The facts of possibly to Castle Peak Bay. We must not, so quickly, particularly if it is not kept sentence will put un "end to crimes of

rone the passing of this resolution until next got evidence to convict. Amonist other twelve thousand five hundred and one and meeting. Lunderstand bon mombers desire it steps taken sections 9 and 10 of Ordinance No. 3 of 1838 were revived which Hon. Mr. POLLOCK -Yos.

> will give me the reference to his speech, Hon. Mr. HEWETT It is in the budget speeches of October or November last year. The debate was adjourned.

WIRELESS TELEGRAPHY. Hon. Mr. HEWETT, pursuant to notice, asked

the following question :-"With regard to the just allation and operation Colony, and in view of the fact that the com-Government state definitely what steps it may be prepared to take to furnish what is now an absolute necessity for a Colony the greatest

correspondence on this subject is of a confidential nature, but the honourable member may be assured that there has been no inaction or lack of initiative on the part of this Government, So long ago as the end of 1909 His Excellency the in conjunction with Vice-Admiral Sir Hedworth Lambion and appointed a small Committee con sisting of Naval and Military experts and the then Acting Director of Public Works with Sir F. H. May as Chairman, to report 18 to the best site in the Colony for a wireless! station, the cost and other matters. The report of the Committee was forwarded to the Secretary of State with His Excellency's recommendations on March 1st, 1910, and there has been an interchange of confidential correspondence since that date. There are really two separate - questions involved, viz., advisability of establishing a high-power station, and the proposal to establish a short distance station of low power. On the former question no decision will be reached until after the Imperial Conference which meets next month in London, for it is obvious that questions affecting many Colonies are involved. As regards the latter question understood that His Majesty's Government have already come to a decision, but a temporary delay has occurred due to certain natural defficulties which are believed to exist in Horgkong, and it has been necessary to defer for a short time the final conclusion of the matter. Excellency has been in telegraphic communication with the Home Government on the subject for some time past

STAND AMENDMENT ORDINANCE. The Attorney-General -I bg to with draw the first motion standing in my name which is the first reading of a Bill entitled, "An Ordinance to further amend the Stamp Ordinance, 1911." It contains a very short amend ment to the Stamp Ordinance, but yesterday the hon. Colonial Treasurer suggested a large number of amendments, and I thought it best with the permission of your Excellency and the Council to allow the first reading of the Bill to

FLOGGING AMENDMENT ORDINANCE. The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the Flogging Ordinauce, 1903."

stand over until those amondments have been

considered.

The COLONIAL SECRETARY seconded. HIS EXCELLENCY—Gentlemen, the Bill to of Canton. I took the occasion the other day such a terrible sum of money. I certainly amend the Flogging Ordinance of 1903 is when I made an official visit to the Viceroy intended to introduce the Home Act of 1863, to speak to him on the matter and explained construction and expenditure have not had the which is generally called the Garotters' Act, to him my views of the mutual benefit which makes robbery with violence and that would accrue by reciprocity in this aud I cannot understand how it is armed robbery punishable by flogging with matter. I found him most willing and possible they can say they have done the "cat." I regret very much to say that leager to co-operate. He promised to send down these crimes have become very prevalent an official of high standing to discuss the many the ratepayers. That I say without any fear, of late in this Colony, and in my opi ion the details with me. I am glad to say Your Excellency referred with great satistime has come when determined punishment that that official, Mr. Wei Han, arrived faction to the unexpected increase in the revenue | ought to be introduced to put an end to them. | this afternoon. There are other minor for the few months during which the railway I have consulted His Mujesty's Government points, such as restriction of the movement has been working, and I trust that unexpected and they agree that this Bill, which limits the of small craft in the barbour by increase will continue. Your Excellency said number of strokes to 24, should be introduced, night, extension of return from banishment, it was larger than you dared to expect. On and if this Council agrees, which I and others the purpo e of which would be dethe other hand, we have got to remember that have little doubt you will, I hope the feated if discussed in public. I hope all those the cost of the railway is infinitely larger than judges in this Colony will make full we dared to fear. One sets off against the use of their powers. The cowardly criminals

We discussed the matter in the Executive now. You are aware that for the last was not here at the time we had the discussion that the ordinary punishment of birching on Conneil and the decision was eventually deformed three years the Government has been on the last budget, that I myself, speaking on the breech is no deterrent whatever, and the Capdebited to the railway, is now debited to until the arrival of Mr. Barry, who represented constructing a road from Castle Peak behalf of the unofficial members and with their tain Superintendent of Police, Mr. Badeley. Public Works Extraordinary, and horne in our consulting engineers, and who came to this Bay to Shataukok, and in order that the read entire approval, made exactly the same told me that short sentences of imprisonment the revenue of the Colony, because it is Colony some two years ago. He gave it as his might be available as soon as possible for criticism as my how. I field made were equally futile. Criminals of this class were somewhat uncertain where the terminal opinion that it would be cheaper and better to use I gave instructions to construct it in in his capacity as chairman of the perfectly ready to run the risk and inconvenisomewhat uncertain where the terminal of the portion of the first instance only eight feet broad. Dock Company with regard to the con- ence of the to uporary discomfort of birching on is under the heading "Exchange" and amounts many tenders for work had been put out for but bridges and culverts the full breadth struction of workshops. It is not a question the breech, and small periods of imprisonment to \$253,350. That arises from the fact that the competition, and we have found the tenders of 14 feet, and also that the land of granting a monopoly to the Dock Company, which they evidently expect will be the most

> from the fact that the railway experts were foot line is constructed between Fauling and of a hele. There are also many small dockyards unwilling to give evidence which will lead either unanimous in saying that supervision of rolling | Shataukok it will gain a great access of traffic all fully equipped with good machinery there to the capture or conviction of crimicals, and the stock should not if possible go out of their ove to the railway. We have on hand a large quantity oughly up-to-date and qualified men. It seemed task of the police is rendered much more difficult ability by every possible occasion of employing accounts will be kept of the working, and is the feeling of most of the basiness that sentence ever returned to goal. Long senlocal industry. Therefore we gave a contract to if we have proof of the success people in this community. It is the tenses in themselves are not a sufficient the China Light and Power Company to supply anticipated we will see whether we are ranning expenses which are so beavy in deterrent, but it is hoped that the appli-

> this matter therefore appear to be: First, in thinking of this light railway, forget its working. Your Excellency made reference this nature. It is over a year ago now that the question of employing the Docks for administrative value—the time and money to certain public companies such as the Stan- since the hon, member, on my left (Hon. repairs of rolling stock was exhaustively saved and of the efficiency in the administra- dard Oil Company, Messrs. Butterfield & Mr. Wei Yuk) who represents the Chinese comconsidered and found to be impracticable tion by the transport of police and other Swire, the China Light and Power Company, munity told make thought, and that other leading in the interests of the general faxpayer; officers who have duties to do in the Company, and the Wharf and Chinese thought with him, that crime was in resecondly, the cost of shops and equipment New Territories. In conclusion, the rail- Godown Company. With the exception of the provalent than ever he could recollect it before. amounts to only a lakh out of a total of over way is now estimated to be completed Wharf Company, in which I hold a few shares. I lost no time in taking such steps as I could to \$12,000,000 for the railway, and repairs will be for the round sum of \$12,300,000, and included I am not a shareholder, so it must be admitted make a thorough investigation, and to devise largely executed by the railway staff themselves in this is a sum of \$113,000 odd which has that I am not biassed or prejudiced when means to put an end to this state of affairs. and must, therefore, assuredly be cheaper than been invested for renewals and repairs to the I criticise the weak policy of the Govern. Shortly afterwards I was absent from the could possibly be done by a private company line when opened. But this cost does not in ment in this particular respect. I think Colony on leave, but the Officer Administering in the Colony; in the third place, we have clude the cost of the terminal station which it only right to make these remarks, the Government, Sir Henry May, did not allow fostered local industry by giving a contract was included in the early estimates. There is, because last. September in discussing the the matter to rest. He instituted what I may to the China Light and Power Company, however, on the estimate, as you budget I expressed similar views on behalf of call a company of banishment amiast a large I hope the hon, member will be satisfied with will see, one, lakh for any railway the quoficial members, and my hon, friend number of men who were members of Triad this explanation and that the Council will agree sheds or necessary sheds which may have to be opposite was not in the Colony at the time societies, or known to be living on the that we have done our best in the interest of constructed. I propose during the course of We entirely endersed the sentiments he ex- proceeds of gambling or prestitution, and the general taxpayer. His words have been the year to close the loan account, and any pressed in his capacity as chairman of the otherwise suspicious characters who had widely quoted, not only in the local Press, but further charges for siding, warehouses, or rolling Dock Company. The matter of discussing been sufficiently cunning to avoid detecalso in a Home paper, Capital and Commerce. stock will be debited to the revenue and to Public | this question or the passing of an opinion | tion of any offence that would enable Therefore, I thought it advisable to make a Works Extraordinary. The cost, however, is a on the voting of nearly half a million them to be convicted by a court of law, somewhat detailed explination of the matter, matter of accounting and will be charged to is one which I think we ought to have These undesirable aliens were bunished whole-While I am on the subject of explanation I will what is called capital account, and not to the further time to consider. Therefore I would sale, and between June and October 166 such take the opjectunity to remove what I venture open line maintenance. That is impaterial so ask your Excellency to be good enough to post- persons were got rid off from the Co'ony, to think is another misapprehension. At the far as the Colony is concerned, because in either pone the vote on this resolution until the next in addition to which a number of others were | banished on the expiration of their sentences cover all the salient points in this report, but | Hon. Mr. Pollock -I entirely support the as they came out of good. The any further information which any member of hon, member opposite in his request that this police, too, for some time past drave Council may desir I shall be glad to give if resolution be postponed for a wook. I under been very active in the matter of gambling; stand there will be another meeting next not only because gambling is an offence per se but it was found also that such houses are His Excultingy - I shall be glad to post- the resort of the very criminals they cannot

> > had long been in disnetude. Under that The COLONIAL SECRETARY-I shall be Ordinance householders are compelled to give the glad if the hon, member who has just spoken Registras-General the names of temporary tenauts in their houses, and the revival of these sec-I tions had a most excellent effect in enabling the polico to locate some of those bad characters, recommend them for banishment, or obtain convictions against them in Court. The application of the Banishment Ordimanco has note been relaxed. are still doing our best to search out suspicious characters, mostly aliens generally resident in the of a station for Wireless Telegraphy in this Colony for a period of a few days or months, and return them to the country to which they belong mercial community is becoming rostless at the Also many other means have lately been instiapparent inaction of this Government, will the tuted with a view to the supp ession of crime. One of them is the Bill before you, and I may say in regard to that that I have it in contemplation to ask the Secretary of State whether banishpart of whose trade and life is connected with ment cannot be extended so as to include some of the worst forms of kidnapping. We have The Colonial Secretary replied -The all read in the papers, and I could quote to the Council instances where children have been kidnapped and brutally murdered because the ransom demanded was not immediately paid. Why the forcible abduction of a human being. combined with throats to murder, should be Governor took steps to investigate the question differentiated from thefts of goods and chattels with violence, I, being a layman and having no legal qualifications, cannot explain. Kidnapping for prostitution is another crime which is hardly less revolting and which is becoming more and more I could again quote to the Council many instances which have occurred of a most revolting kind quite recently in this Colony. I hope my representations to the Secretary of State will carry the conviction to him which entirely possesses my mind on the subject. This crime of kidnapping is becoming very much more common in this Colony, and children stolen in China are even held to ransom in this Colony. Previously children stelen here were held to ransom in China, but now children are abducted from China held to ransom under the British flag. I think you will agree with me that no efforts can be too strong to put an end to such a state as this. (Applause.) We have agreed to increase the police force by one European detective inspector, eight Chinese detectives, together with 12 Chinese constables at a total cost of \$6,866, which will be met during the present year by savings from the police vote. This will enable system which at present prevails in the Central district of placing each district under the charge of a Chinese detective. supposed to know sall the bad characters responsible in a measure to be extended to the east west of Victoria and also to Kowloon. also have it in contemplation that the Captain Superintendent of Police should be allowed to recruit over the strength to a small extent to replace men who are absent and vacancies which are unfilled. This will not involve any increase in the estimates, decrease in the savings which annually from the police vote. The average savings for five years of the whole vote stand at \$31,591. I think a nortion of that sum could be devoted to maintaining the police force at its maximum strength. Another point which I hope may tend to the

suppression of crime is increased

co-operation between our police force and that

(Continued on page 5.)

INTIMATIONS

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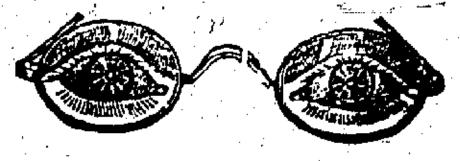
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[252]

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### NEW ADVERTISEMENTS

DES PULPES ET PAPETERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that of Second Call of Dollars Ten (\$10) HAIPHONG CURRENCY=Dollars and Cents Ten (SIO.10) HONGKONG CURRENCY, per Share will be made on the Professed Shares of the above Company on the 13th May, 1911.

Payment must be made to the Hongkona AND SHANGHAL BANKING CORPORATION. THE BANQUE DE L'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURD Y, the 13th, and SATURDAY, the 20th May, 1911.

The Provisional Certificates may be sent in to Mesers Lowe, BINGHAM & MATTHEWS, St. George's Building, for endorsement after playment has been made on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent, per annum will be charged on all unpaid calls after the 20th May, 1911. For the Board of Directors,

T. F. HOUGH. Chairman. Hongkong General Purposes Committee. Hongkong, 21st April, 1911.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Stoamship

"GREGORY APCAR." having arrived from the above Ports, Consigness of Cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be lauded at once, at Consignoes' risk and expense. Cargo remaining on board after 1.P.M of the

24th inst. will be landed at Consignees' risk and expense. No Fire Insurance has been effected, Bills of Lading will be countersigned by

the Undersigned. DAVID SASSOON & Co., LTD., Hongkong, 20th April, 1911,

FROM EUROPE.

THE H.A.L. Steamship

"BAYERN."

Captain Brohmer, having arrived, Consignees of Cargo are hereby informed that their goods are boing landed and placed at their risk in the hazardons and/or extra-hazardons Godowns of &c. the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills-of Lading countersigned by the Undersigned. Optional Cargo will be carried on unless notice

to the contrary be given TO-DAY. All Claims must be presented within ton days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst, will be subject

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M. any case whatever

This Steamer brings on Cargo: Ex s.s. "Islo " from Christiania. Ex s.s. "Hamburg "from Goteborg: HAMBURG-AMERIKA LINIE, Hongkong Office,

Hongkong, 20th April 1911.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUMATRA," FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the of Barker Road with Magazine Gap. Site Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared by the 27th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's surveyors, Messrs. Goddard. and Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 20th April, 1911.

HAM.

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THE TWENTY-SECOND ORDINARY GENERAL MEETING of SHARE-

GEO. FENWICK & CO., LTD.

HOLDERS will be held in the Hongkong HOTEL, TO-MORROW (SATURDAY), 22nd day of April, 1911, at Noon, for the purpose of receiving the Report of the Directors, and electing Director and Auditor. The TRANSFER BOOKS of the Company will be CLOSED from the 19th until 22nd inst, both days inclusive

By Order of the Board of Directors, JOHN I. ANDREW, General Manager. Hongkong, 14th April, 1911.

THE HONGKONG ELECTRIC CO., LTD

TOTICE IS HEREBY GIVEN that the TWENTY-SECOND ORDINARY GENERAL MEETING of the SHARE. HOLDERS will be held at the Company's Offices, St. George's Building, on TUESDAY, the 25th April, 1911, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1911, and electing

Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 1 th to the 25th April, 1911, both days inclusive. By Order of the Board of Directors,

GIBB, LIVINGSTON & Co., Agouts. Hongkong, 6th April, 1911.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-EIGHTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, 1911, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1910, at Current Rates: and declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 16th April to the 26th April, both days inclusive. By Order of the Board.

C. MONTAGUE EDE, Secretary...

CHINA TRADERS INSURANCE.

Hongkong, 23rd March, 1911.

COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

OTICE IS HEREBY GIVEN that the FORTY-FIFTH ORDINARY YEARLY MEETING of the Company will be held at the Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at 12.30 P.M., for the purpose of receiving the Report of the Directors together with the Statement of Accounts to 31st December, 1910, and of declaring Dividenda

The TRANSFER BOOKS of the Company will be CLOSED from the 16th April to 26th April, both days inclusive.

C. MONTAGUE EDE, Scoretary.

. By Order of the Board,

Hongkong, 23rd March, 1911

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> THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 2nd February, 1911.

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Hongkong, 17th April, 1911.

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ON SALE.

TONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL Sognion 1909.

REVISED BY THE MEMBERS. Price - - - \$3. DAILY PRESS OFFICE. Hongkong, 21st February, 1910.

INTIMATIONS

CHINESE IMPERIAL RAILWAY.

CANTON-KOWLOON RAILWAY.

CHINESE SECTION.

TOTICE IS HEREBY GIVEN that the Portion of the Second Section of this Railway extending from SIEN TSUN to SHEK LUNG will be Opened to Traffic on the 24th instant.

DAILY PASSENGER TRAINS.

DOWN TRANS. No. 3. No. 5. No. 1. (CANTON TO SHEK LUNG) CANTON (TAI SHA Tou) ... Departure 7.30 A.M. 3.00 г.м.-11.00 A.M. SHEK LUNG ... ... Arrival 9.58 A.M. 1,28 P.M. 5.28 г.м. UP TRAINS. No. 4. No., 2. No. 6. (SHEK LUNG TO CANTON.) SHEK LUNG ... ... Departure 7.35 A.M. 11.05 д.м. 3.05 P.M. CANTON (TAI SHA TOU) ... Arrival 1.33 г.м. **5.33** р.м. Further particulars will be given by the Traffic Manager on application. By Order.

Canton, 14th April, 1911.

HONGKONG JOCKEY CLUB. THE HALF-YEARLY MEETING of the A above Club will be held TO-MORROW (SATURDAY), the 22nd April, 1911, at 12.30 PMS at the Offices of the JOCKEY CLUB, onthe Ground Floor of the Hongkong Club Annexe, Choter Road.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 10th April, 1911.

NETHERLANDS LLOYD

Hongkong, on WEDNESDAY, the 26th April, WHE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE

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Hongkong, 3rd April, 1911.



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NYO. 34, QUEEN'S ROAD CENTRAL (Shop), Opposite the Post Office. No. 2A, D'AGUILAR STREET (Suitable for Godown, Etc.). All of which are present occupied by VIENNA CAFE & Co., LTD. For Particulars, Etc. Apply to-YEE SANG FAT. Same Address.

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THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hongkong, 1st April, 1911.

TO LET. GODOWN, No. 4, New Praya, Kennedy Town. Apply— THE HONGKONG LAND INVEST-

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AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions . from GEO. P. LAMMERT, Esq., to Sell by Public Auction.

On TUESDAY, the 25th April, 1911, commencing at 2.30 P.M., ut his residence No. 4, Elliot Crescent, Robinson Road,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, Comprising:-A Quantity of FINELY CARVED

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CROCKERY, &c. FINE TEAK WARDROBE with 3 Bevelled Mirrors, and other WARDROBES, MARBLE TOP ORESSING TABLES. MARBOR TOP WASHSTANDS, CHESTof DRAWERS, WRITING DESKS, &c., &c. DOUBLE-BRASS BEDSTEAD, BRASS-MOUNTED DOUBLE and SINGLE BED-STEADS. BATHROOM, PANTRY and KITCHEN

REQUISITES; One UPRIGHT GRAND PIANO, by Steinway & Sons. One MERCURIAL BAROMETER, by L. Casella ;

A QUANTITY OF FINE PALMS and PLANTS in Pots. Terms: - As Usual. Catalogues will be issued. On View from MONDAY, the 24th April, 1911. HUGHES & HOUGH. Austioneers Hongkong, 20th April, 1911.

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GEORGE HOGG,

Manager,

No. 9, Queen's Road, Central,

TION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 per cent. per annum. Depositors may transfer at heir optionbalance \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum. For the Hongkong and Shanghai

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Manager.

... ... \$15,000,000

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£1,500,000 at 2/==815,000,000 SILVER ... ... \$16,250,000 \$31.250.00C

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Chief Manager Hongkong, 19th April, 1911 THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

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Hongkong, 27th April, 1910. TEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP...Sh. Taels 7,500,000

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FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE:

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having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or extra hazardons Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. The Steamer brings Cargo from

Venice ex s.s. "Tobe," "Almissa" and " Metcovich," transhipped at Trieste. Triesto ex s.s. "Africa." transhipped at Bombay.

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All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 9.30 A.M. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd inst, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co.,

Agents Princes' Building. Hongkong, 16th April, 1911.



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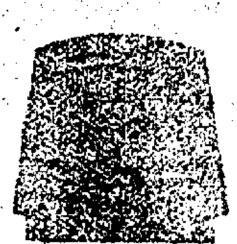
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CURES TO STAY CURED. HONGKONG LEGISLATIVE the Bill clause by clause. COUNCIL. On resuming.

(Continued from page 3.)

in their degree will tend to the efficiency of their primary function of suppressing crime and safeguarding citizens in the enjoyment of their lives and liberty in this Colony. (Applause.) The motion was agreed to.

According to the "objects and reasons" this Bill has been submitted to and sanctioned the Secretary of State for the Colonies. authorises the infliction of the birch in case of offences against the two sections Ordinance No. 2 of 1865 which deal with kidnapping in its most serious forms, and it authorises the infliction of the "cat" in cases which fall within the section of Ordinance No. 5 of 1865 dealing with robbery with violence.

CORRECTION OF REFERENCES ORDINANCE. The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to correct certain references to previous Ordinances passed in the years 1902 and 1903." The COLONIAL SECRETARY seconded, and

the Bill was read a first time. REGISTERED PARTNERSHIPS ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled, "An Ordinance to establish Registered Partnerships and to give effect to certain Chinese Partnership Customs."

the motion was agreed to. HIS EXCELLENCY - Gentlemen, the Bill which it is proposed to read a first time to-day is an attempt to solve a question which has been continuously before this Colony since the year 1874. In that year the Chinese community twice petitioned the Government, for a Bill to register Chinese partnerships. A Bill was accordingly drafted by the Attorney-General," and the clauses dealing with this matter-were approved, I understand, by the Chinese community. That Bill was dropped, I believe, in 1875, because it was considered that it did not thoroughly solve the question. In 1877 the Chamber of Commerce

petitioned the Government to make compulsory that members of Chinese hongs should be registered. The Governor of that day, Sir John Pope Hencesey, refused to proceed with the Bill because he had been advised. by certain Chinese whom he had consulted that it was not advisable, and the matter was again dropped for several years. 1882 the Chinese again petitioned tion from the Chinese was submitted to the Government, but at that time the Straits Settlements were engaged in the discussion of a Bill on identical lines. Reference was made to them for a period of years, and this reference lasted until the year 1896, when the Bill was dropped in the Singapore Legislative Council and the legislation became entirely abortive. In 1900 the Chamber of Commerce again took up the matter, and a committee was appointed under the presidency of Mr. Wise, upon which both hon. members who represent the Chinese to day in this Council had seats. That committee reported that it was impracticable to give offect to legislation on this subject and gave as their reasons: First, because of the difference between English and Chinese law regarding the liability of partners in insolvent concerns. They said that the Chinese would not register their real names, that the existing partnership Bill was most English legislation bodily partners. In September, 1909, therefore, the the customs of the large body of Chinese who present Bill was started, and it has been continu- are legislated for." ously under discussion since that date, for both the Chinese, as I have explained, and the Chamto explain to the Council when the second partners. reading takes place how the various difficulties

were dealt with in the present Bill. At the are:time when the committee reported in 1907 or 1901 Mr. Thorburn remarked in a minute ! which he wrote that no legislation could any divine inspiration for the present Bill, whole debt. the law so far as it is practicable and advis- name, the interest being divided among the able that they should. No doubt in a matter | sons. so full of difficulty we will not arrive at once at any final conclusion, but as defects show in the working, year by year, amendments can be included which it is hoped eventually solve the difficulty which has for

over thirty-seven years been a chronic question of debate in this Colony. (Applause.) The Bill was read a first time. UMMARY OFFE NCES AMENDMENT ORDINANCE. The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance

to further amend the Summary Offences Ordinance, 1845 " The Colonial Secretary seconded, and the Bill was read a first time.

The objects and reasons state that section 9 of the Principal Ordinance in the Revised Edition was taken from section 20 of Ordinance No. 8 of 1858 and by section 28 of that Ordinance offenders against section 20 were liable to a penalty of fifty dollars besides the expenses of removal. In the Revised Edition the penalty was, evidently by mistake, changed to five dollars only. -This Bill corrects the mistake. WIDOWS' AND ORPHANS' PENSION ORDINANCE

AMENDMENT. The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance further to amend the Widows' and Orphans'

Pension Ordinance, 1908." In doing so he said-The Principal Ordinance | destroy the partnership. In fact in the case of of 1908 was based on a draft which was sent out by Mr. Secretary of State Lyttleton in April, 1905, and in that draft were the words which this Bill proposes to insert in the Principal Ordinance. For some reason, which it is impossible to understand, they were emitted, and the emission has been discovered by Mr. Young, the actuary employed. He pointed this out to the Colonial Office, and the Colonial Office has asked us to amend the Bill accordingly and has at the same time informed Mr. Young that the Bill would be amended.

The Colonial Secretary seconded, and the motion was agreed to.

Council then went into committee to consider

The ATTORNEY-GENERAL reported that it had passed through committee without amendment, and moved that it be read a third time.

The Colonial Secretary seconded, and the Bill was read a third time and passed. ELECTRICITY SUPPLY ORDINANCE. The DIRECTOR OF PUBLIC WORKS moved the second reading of the Bill entitled, "An Ordinance for regulating the supply of Electricity for Lighting and other purposes within the Colony of Hongkong and its Dependencies." In doing so he said—It is not necessary, I

think, for me to supplement the objects and reasons which are appended to the Bill. It is not proposed to proceed with the committee stage this afternoon, and if the Bill passes its second reading now it will be referred to the Public Works Committee. The Colonial Scenerary seconded, and

the Bill was read a second time. The Colonial Secretary then moved that the Bill be referred to the Public Works Committee

The DIRECTOR OF PUBLIC WORKS seconded, and the motion was agreed to. HIS EXCELLENCY-Conneil will adjourn until Thursday next.

FINANCE COMMITTEE.

A meeting of the Finance Committee was hold afterwards, the Colonial Secretary in the The Colonial Secretary seconded, and chair. The following votes was passed.

PUBLIC WORKS DEPARTMENT. The Governor recommended the Council to rote a sum of one thousand three hundred and fifty-nine dollars and forty-five cents, (\$1,359.45) in aid of the rote Public Works, A .- Public Works Department, Personal Emoluments, Director of Public Works, Personal Allowance,

MEDICAL DEPARTMENTS.

The Governor recommended the Council to vote a sum of two hundred and fifty dollars (\$250) in aid of the vote Medical Departments. C.-Institutes, Other Charges, for the follow-

ing two items:--Apparatus and Chemicals, ... ... \$200 -Fuel and Light, ... Total, ... \$250

The Governor recommended-the Council to vote a sum of Two hundred and fifty Dollars done subject to one limitation under the prathe (\$250) in aid the vote Post Office, A. - Hongsont partnership law (see Warner v. Smith, Government, and again in 1891 a further poti- kong Post Office, Other Charges, Repairs to Steam-Launch.

> TCHINESE PARTNERSHIP CUSTOMS.

PROPOSED NEW HONGKONG ORDINANCE.

A Bill was introduced in the Legislative Council yesterday entitled, "An Ordinanco to can be got over by providing that where a firm establish Registered Partnerships, and to give is registered as a partner it is to be regarded effect to certain Chinese Partnership Customs. for the purposes of the Ordinance as one person, and by providing that only one of its members! The following Memoraudum, signed by Mr. should be allowed to interfere in the manage-C. Grenville Alabaster, as Attorney-General, is ment of the partnership in which the firm has taken a share.

appended to the Bill: --The present partnership law, codified in leading to fraud and litigation. In the second | Ordinance No. 1 of 1897, is habitually evaded by place they said a Bill on these lines respectable and responsible members of the would involve enormous expense in finding out | Chinere mercantile community because it runs who were the real partners. In the third place | counter to the essential characteristics of Chinese they stated that such legislation would drive partnerships. In deciding a case under that away capital from the Colony and interfere with Ordinance the Chief Justice said (3 H.K.L.R. trade. On the report of this committee the 170):-"This is an Ordinance passed in 1897 by matter was again shelved. In 1907 a partnership the local Legislature, and I can only hold, there | Chinese, and to ignore them in a Bill intended, Bill was passed relating to European concerns, being no reference from end to end to Chinese and the particular difficulties of Chinese customs, that it was the deliberate intention to partnerships were entirely ignored. The ignore the Chinese customs of partnership. present Chief Justice, I think, the year Whether this was wise or unwise is not for me before last, in a jude mont which he gave, to say. But I must point out to the Governalluded to this matter and pointed out ment the extreme danger of reproducing inadequate, as it took no coginsance what- Colonial Statute Book without at least ever of questions relating to Chinese considering the question how it may effect

The chief characteristics of the present part norship law are the unlimited liability of seach ber of Commerce were equally anxious that a partner for the debts of the firm, the dissolution Bill should be eventually put through. I will leave of the partnership upon the death or bankruptcy my hon, and learned friend the Attorney-General of any partner, and the limit to the number of

The characteristics of a Chinese Partnership

(1.) Each partner-is-liable to pay out of his private property only such proportion of a partnership debts as his share bears to the total be devised on this subject unless it of the shares of all the partners. But the were heaven-inspired. Without claiming partnership as a whole may be sued for the

housie Square, removed on S) turday last, says we still hope it will afford a practical (2.) L'artnerships de not come to an end on the Calcutta Daily News, to their new and working basis and remove a difficulty the death of a partner, but the deceased partner's which has been chronic in this Colony for a sons are admitted as partners and their father's large number of years, so that Chinese share is sometimes divided between them and business customs can receive the sanction of sometimes remains intact under the father's tong structed according to the most up-to-date and cash, and banking department extend from

(3.) Firms may take shares in other firms, and there is no limit to the number of persons who may become partners.

(4.) Shares are frequently held in tong names, names invented by the individual partner for the purpose of holding property and, not infrequently, also for the purpose of concealing his identity from the general public.

(5.) Before a dividend is paid out of profits interest on capital, usually at the rate of 10 per cent. per annum, is paid to the partners who have subscribed it. (6.) Many firms have, in addition to the partners subscribing capital, a hung kú or red share-

holder, a person, usually the promoter or manager, who is given a share though he subscribes no capital. He gets no interest on capital but he shares with the partners the surplus profit after interest on capital has been paid. He is not, moreover, liable for the debts of the firm. The objection to the recognition of the first of these characteristics is that unless the unpaid creditor of an insolvent firm can find and sue every single partner of the debtor firm he cannot hope to be paid in full. But this is not a fatal objection, as his position is better than

that of the creditor of an insolvent limited com-

pany who cannot reach the private property of individual shareholders at all. As to the second characteristic. There seems no reason why the death of a partner should limited partnerships registered under the Imperial Act 7 Ed. VII. chap. 24 the death of a limited partner does not dissolve the partnership. But the death of a partner would result, of course, in a chauge in the proportionate interests of the remaining partners in the firm, and the value of the share of the dead partner would have to be paid to his personal representatives. It would be undesirable, if only for fiscal reasons, to recognise the right of sons to take their deceased father's share without taking out

the 14th instant. Letters of Administration. As to the third characteristic. There is prima facie no reason why a firm should not Singapore on the 20th instant afternoon, and hold a share in another firm. This can be may be expected here on or about the 25th inst.

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32 L. J. Ch. 573). The limitation is that imposed by section 4 of the Companies Ordinance No. 1 of 1865, which provides that no partnership consisting-of-more than twenty persons may be formed for the purpose of earrying on -Jebsen & Co. any business that has for its object the acquisition of gain unless it is registered as a company. A firm is not, like a body corporate, a single Rice Bufterfield & Swire. entity. It is morely a convenient name for Asam Maku, Japanese str., 1.749, Nakano, describing a number of individuals who 11th April-Maji 5th April, Coal-Mitani are associated together. So if firms are allowed indiscriminately to take shares in other

-P. M. S. S. Co. BANRI MARU, Japanese str., 2,369, Y. Mase, 8th April-Karatsu 2nd April Coal-

saki, 6th April-Milke 1st April, Coal-Mitsui Bussan Kaisha. CATHAY, Danish str., 2,649, II. Kruse, 21st

CHIPSHING, British str., 1,190, F. Mooney, 17th April-Tientsin 9th April, General-Chinese. or in the name he receives when he reaches Chirven, Chinese etr., 1,177, W. Jamieson,

18th April—Shanghai 14th April, General -C. M. S. N. Co. The last two characteristics are typically Chunsang, British str., 1,418, Mattock, 18th

customs would be measurably to defeat the. DAIGI MARU, Japanese str., 846, Ir. Murayama, · 19th April-Swatow 18th April, General-Osaka Shosen Kaisha.

> 17th April-Bangkok 10th April, General -China Siam S. N. Co. EMPRESS OF INDIA, British str., 3,032, E. Beatham, 14th April-Vaucouver, B.C.,

Mitsu Bishi Goshi Kwa sha. HAIYANG, British str., 1,362. A. E. Hodgins,

19th April-Foochow via Swetow 16th April, General - Donglas, Lapraik & Co. March - Tsingtan, Chefoo and Weihaiwei 23rd Mar., Sait, &c.—Butterfield & Swire.

IANO CHING, Chinese str., 1.002, Boissander, 16th April-Chinking 12th April, General -Tung Lee.

April-Calcutte, Penang and Singapore 7th April, General-Indo-China S. N. Co. scientific methods. The office of the managerial, Loongsand. British str., 1,093. Leask, 18th April-Manila 15th April, General-Jar-Clive Street right across to New China Bazaar dine, Matheson & Co.

> Hamburg-Amerika Linie. March-Bangkok 19th March, Rice and Meal-Butterfield & Swire.

PHEANANG. German sfr., 1,021, P. v. Langelsdorff, 18th April-Bangkok via Kohsichang 8th April, Rice, Meal and Wood-Butterfield & Swire.

April-Saigen 13th April, General-Bradlev & Co. and cash departments, which are modern from RAJABURT, German str., 1,189, Olfmanns, 17th

visited, was stored with many years' records of SARANAC, British str., 1,235, F. W. Gray, 5th April-Pulo Sambao 29th March, Kerosene -Standard Oil Co.

> General - Butterfield & Swire. TAMBA MARU, Japanese str., 6,133, K. Noda, 16th April-Seattle and Shanghai 13th

April, Cotton Yarn, Beer, &c.-Nippen Yusen Kaisha.

TELEMACHUS, British str., 1.340, Fraser, 8th April-Saigon 4th April, General-Wo

Meal-Melchers & Co. and the Straits left Singapore for this port on WUHU, British str... 1,227, J. Mathrel, 16th April-Chefoo 10th April, General-Butterfield & Swire.

YAWATA MARU. Japanese str., 1,234. Sakuma,

5th April-Milke 30th Mar., Coal-Mitsui Busean Kaisha



firms the number of partners in the latter

firms would often exceed twenty. The difficulty

With regard to the fourth characteristic. It

is undestruble that individuals should hide their

identity under tong names. It is submitted

either in the first name he receives after birth

manhood's estate. A t'ong name may be regis-

as far as possible, to give effect to Chinese

The accompanying Bill embodies the views

is voluntary, but partners who do not register

are subject to the unlimited liability of the

patnership law. The principles of the new Bill

are essentially different from the principles of

the Limited Partnership Act 1907, which limits

the liability of sleeping partners, and which,

some day, it may be necessary to introduce into

the Colony; but as far as it has been practicable

THE MERCANTILE BANK OF INDIA.

CALCUTTA'S LATEST CITY PALACE.

The Mercantile Bank of India, late of Dal-

spacious premises at Clive Buildings, No. 8,

office this morning. The new offices are con-

Street. The office fittings as well as the

panelling and wood work are by Mackenzie's

New Mills, Bombay. The counters with their

quisite workmanship. The new office in its-

entirety is well worthy of a modern business con-

cern. The flooring consists of 25,000 feet of pure

marble of excellent finish. The Bank's strong

room is divided into two departments, one for

securities and documents, while the other is re-

served for exclusive storage of gold and silver

bars. The walls of the room are constructed of

cross-fitted steel bars inter-comented with re-

inforced concrete. The whole resembles the

armour of a modern Dreadnought. The strong

room is by Ratner, while the safes are by Milner.

There were many cart loads of gold and silver

bars in the strong rooms when our representa-

tive was inspecting the premises. The shroff's

every point of view, were extremely busy this

morning. The record room, which was next

the Bank's business. The Bank is to be heartily

congratulated upon the magnificent premi-

LATEST STEAMER MOVEMENTS.

The Olof Wijk & Co.'s str. Canton left Port

The P. & O. S. N. Co.'s str. Syria arrived at

The Austrian Lloyd's str. Austria left Shang-

hai for this port on the 20th instant p.m., and

The Inde-China str. Kutsang from Calcutta

London on the 19th instant afternoon.

is due here on the 24th instant a.m.

Said on the 19th instant, and is expected here

ses in which it is now housed.

on the 16th prox.

to do so the Bill is modelled on that Act.

tered in addition,

object of the Bill.

that a Chinese partner should be registered

## SHIPPING IN PORT.

AMIGO, German str., 822, W. Langschwager; =14th April - Haiphony 11th April, G overal Andrin, German str., 1.001, Hinkwitz, 12th April Bangkok and Swatow 11th April,

Busson Kaisha. Asıa British str., 2936, H. Gaukroger, 11th April-San Francisco 15th March, General

Mitsui Bussan Kaisha. Bundat Manu, Japanese str., 2,000, T. Miya-

March Port Said 15th Feb., General-Melchors & Co.

April-Port Courbet 15th April, Coal-

expressed in this memorandum. Registration DRUFAR, Norwegian str., 1.102, A. Auonsen,

> 22nd March, Mails and General-Canadian Pacific Railway Co. FURURA MARU, Japanese str., 1,946, S. Rumawaki, 6th April-Moji 31st March, Coal-

HANYANG, British str., 1,207, G. I. Spink, 28th Herry Manu, Japanese str., 240, Sammers, 5th April Singapore 24th March, Ballast -Mitsui Bussan Kaisha

Clive Street, and business was opened at the new. Kunsang, British str., 2,077, F. Whoeler, 13th

LYEEMOON, German str., 2,000, v. Pilgrim, 10th April-Saigon 7th April, Generalelaborately designed brass fittings are of ex- Machew, German str., 1,234, Wolff, 29th

> MANDABAN. MARU. Japane e str., 3,245, T. Ota, 28th March-Miike 22nd March, Coal -Mitsui Bussan Kaisha. OANEA. British str., 5,810, W. Cope Lycett, 24th March-Victoria via Japan 22nd Feb., General Butterfield & Swire.

> PHU YRN. French str., 1.746. Lhuneun, 17th

April-Bangkok 10th April, Rice-Butterfield & Swire.

Singan. British str., 1,047, F. Jamieson, 16th April Haiphong 11th April, Rice and

TAIUN MARU. Japanese str., 2,343. Sakamoto, 18th April-Moji 11th April, Coal-Ataks

Wongkor, German str., 1,115, H. Ibbeken, 16th April-Bangkok 9th April, Rice and

The Apear str. Lightning from Calcutta left

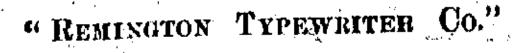
#### INTIMATIONS

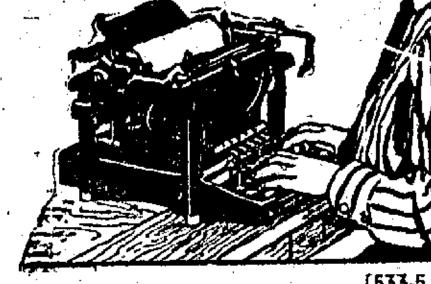
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### SIEMSSEN & Co.,

HONGKONG AND CANTON, GENERAL AGENTS





### READY.

AND

## CHRONICLE 1911.

FOR

Japan, Corea, Indo-China, Siam, Straits Settlements, Malay States, Netherlands India, Philippines, Borneo, etc.

he DIRECTORY covers the whole of the Pran of Thingtan (Klacchan) ports and cities of the Far East, from Nether- Plan of Foreigs Concresion, Skandhal lands India to Siberia, in which Europeans reside. Plan or Hongkew (Shanghai) with Inset Not only is the Directory as full and complete | Showing the EXTENDED SETTLEMENT in each case as it can be made, but each Colony, LARGE PLAN OF THE CITY OF VICTORIA Port, or Settlement is prefaced by a DESCRIP- Pran of New Tenarrony (Kowloon) TION, carefully revised each year, most of PLAN OF KOWLOON which will serve as accurate Guides FOR THE PLAN OF MANILA Tourist, giving every detail in connection with PLAN OF FAIGON the places, their History, Topography, ac., &c. Plan of Singapore The Information in these Descriptions, con- Plan of BATAVIA sisting of a hundred interesting articles, packed with facts concisely set out, and containing

The Directories and Descriptions are of

		C. 4 . 4	
	Poking	Sochow	Canton
in the	Tientsin	Chinking .	Whampoa
٠	Peitaino	Nanking	Kowloon
	Chinwangtao.	Wuhu	- Lappa 🤼 🗀
	Taku	Kewkiang	Samslini
•	Aniung	Hankow	Kongmoon
<b>-</b>	Mancharian	Yochow	Nanning
	Trade Centres		Wnchowfu
-	Newchwang	Ichang	Kwangchauw
•	Tairen	Chungking	Pakhoi
	Port Arthur	Haugehow	Hoilow
	Chetoo	Ningpo	Lungchow
	Weihaiwei	Wenchow	Mêngtze
	Kinochau	Santu	Hokow
	Tsinanfu	Foochow	Szempo
	Mukden	Amov	- Landie
		Swatow	
	Shanghai	D11110011	
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JAPAN AND FORMOSA Keelnng Osaka: Tainaniu. Lokoliama Nagusaki Takow Hakodate Anping Kobe Shimonoseki -Tamam

EASTERN SIBERIA Nicojewsk Vladivostock

Mokpo 🖫 Wonsun Seoul Chianampo Fusan Chemulpo Songchin Pingyang Kunsan HONGKONG AND 178 DEPENDENCIES.

MACAO. FRENCH INDO-CHINA: Tourane Anu**am**i Hanoi Saigon Haiphong Cambodge Quinhon Tonkin Provinces PHILIPPINES

Iloilo Manila BORNEO British N. Borneo Labuan Sarawak BANGKOK

STRAITS SETTLEMENTS Singapore, Penang, Malacca, Prov. Wellesley MALAY STATES Sungel Ujong Selangor Johore Perak Pahang

NETHEBLANDS INDIA Padang Samarang Batavia Sourabaia Macassar Buitenzorg East Coast of Sumatra NAVAL SQUADEONS

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The CHRONICLE covers the notable events of the last half century in the Far East together statistics of the TRADE of each Country and with the Texts of all the most important Treaties Port, would alone suffice to fill a large volume. concluded with the countries of Eastern Asia, Royal Octavo-Complete with Fifteen Maja, the various Custeins Tariffs, Trade Regulations, and Plans, pp. 1,832, \$10.00. Directory only Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information

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Shanghai, 1902; Emigration Convention, France:—Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887 and 1895: Frontier Trade Regulations. United States: - Tientsin, 1858; Additional,

1868; Peking, 1880; Immigration, 1894 Commercial, 1903. Germany:-Tientsin, 1861; Peking, 1880; Kinochan Convention, 1898; Railway and Mining Concession, 1898. Japan:-Shimonoseki, 1895; Liaotung Con-

vention, 1895; Commercial, 1896; New Port 1896; Supplementary Commercial, 1903. Russian :- St. Petersburg, 1881; Russian Land Trade, 1881. Portugal, 1898; Commercial Treaty, 1904.

FINAL PROTOCOL mule between China and Eleven Powers, 1901. TREATIES WITH JAPAN Great Britain, 1894; Duties Convention, 1895; Russia, Agreements as to Corea; United Extradition Treaty, 1896; Great (Alliance) 1905; Russin (Peace

Treaty) 1905. TREATIES WITH COREA Japan, 1876; Japan Supplementary, 1876; Japan, 1904 and 1905. United States, 1882 Great Britain, 1895.

TREATIES WITH SIAM Great Britisin, 1856, 1899 and 1909, France, 1898 and 1904; Japan, 1893; Russia, 1899. Great Britain and France, Siamese Frontier. Great Britain and Russia, Railway Convention.

> CUSTOMS TARIFFS TRADE REGULATIONS

China, Japan, Siam, Corea.

LEGAL DOCUMENTS Orders in Council for Government of H.B.M.'s Subjects in China and Corea, and in Siam Rules of H.R.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees: Charter of the Colony of Hongkong; Malay States Federation Agreement; Table of Hongkong Court Fees; Admiralty Rules: Foreign Jurisdiction Act: Regulations for the Consular Courts of United States: United States Consular and Court Fees; Rules of Court of Consuls of Shanghai: Chinese Passenger Act; Hongkong Licences, Trade Marks, and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

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80. Cornhill, E.C.

#### MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 ih.p., Comdr. A. Lowndos, Shanghai, Astron, 2nd class cruiser, 4,360 tons, 10 guns, i.h.p., Captain E. B. Kiddle Atlas, admiralty tug, 615 tons, 1,400 i.h.p. Master S. Wost, Hongkong. Bramble, gunboat 710 tons, 900 i.h.p. Lieut Comdr. B. G. Washington Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Hongkong. Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, -f.d., Comdr. H. Lynes, Shanghai. Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong. Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Shanghai, Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe,

Flore, 2nd class cruiser, 4,360 tons, 10 guns, i.h.p., Captain J. Nicholas, Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Licut. Condr. Hen. Gny Stopford, Hongkong.

Mart, torpedo boat destroyer, 295 tons 6 guns, 4,000 h.p., Lt. Comdr. Hon. Guy Stopford, Janus, torpedo-boat destroyer, 320 tons, 6 guns, 900 h.p., Lt. Comdr. M. B. R. Blackwood

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, Kinsha, river gunboat, 616 tons, i.h.p. 1,200 Lient. Comdr. T. J. S. Lyne, Yangteze. Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 i.h.p. Commr. B. O. M. Davy, Hongkong. Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B. C.V.O., C.M.G.,) 14,600, tons, i.h.p. 27,000,

Capt. G. C. Cayley, Hongkong. Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O. Moorhen, river gunboat 180 tons, 2 guns i.h.p. 800. Lieut.-Co r G. P. Leith. West River

Newcastle, 2nd class cruiser, 4, 00 tons, turbine Captain George P. E. Hunt, D.S.O. Hongkeng. Nightingale, river gunboat, 85 tons, 240 h.p. Lt. Comdr. Claude Hillersden-Woodward R.N., Yangtste.

Otter, torpedo-boat destroyer, 385 tons; 6 guns. 6,300 i.h.p., Comdr. Lambe, Hongkong. Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Cosmo A. O. Douglas, West Sandpiper, river gunboat, 85 tons, 2 guns, 240

h.p., Lieut.-Comdr. E. J. J. Southby,

Shipe, river gunbeat, 85 tons, 2 guns 240 h.p., Liout.-Comdr. Malcolur Murray, Yangteze. Taku, torpedo boat destroyer, 305 tons, i.h.p. 6.000, Gunner E. J. Trillo R.N., Hong-

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyres, Hongkong. Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. R. J. Buchanan, Yangtsze. Thistle, gunboat, 710 tons, 900 h.p., Lieut.

Comdr. M. B. Baillie Hamilton, Shanghai Virago, tornedo-beat destroyer, 395 tons, 6 guns 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair-Hall, Hongkong, Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut. Comdr. R. L. Hancock, Hongkong.

Whiting, torpede-boat destroyer, 360 tons, guns, 5,900 h.p., Lieut.-Comdr. G. B. Hartford, Hongkong. Widgeon, gunboat 195 tons, 2 guns, 800 h.p. Lt. Comdr. M. H. Wilding, Yangtze. Woodcock, gunboat, 150 tons, 2 gans, 550 h.p. Lieut, Comdr. B. R. Brooke, Yangtsze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.

Lieut. Comdr. G. F. A. Mulock, Yangtsze.

Kaiserin Elieabeth, Austrian protected cruiser 4.000 Fregattonkapitan Oskar Hansa, Northern Waters Panther, third class cruiser, 1,530 tone, Fre. Corpedo boat " Sgo," Kapitan Leut, Heyden

Schmidtheim Achéron, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertraud, Saigon Alger, 2nd class cruiser, 4,320 tons, 22 guns 5,100 h.p., Commander Fournier, H'kong Alouette, gunboat, 506 tons, 7 gans, 40 h. Commander Badin, Saigon

Argue, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut. Audouard. Baionnette, gunbeat. Cimeterre, gunbost, 140 tons, Reserve, Saigon Caronalde,gunboat, 184 tons, Reserve, Saigoc Décidée, gunboat, 630 tons, 10 guns, 900 h.p. Patris, gunboat, 700 tons, Captain J. Affrero - Lieut, de Linarès, Shanghai Dupleix, armoured cruiser, 7,578 tons, 26 guns, | 3 ---

17.000 h.p. Desaix, armoured cruiser, 7,57 8 tons, 26 guns, 17,000 h.p. D'Therville gunboat Estoc, gauboat, 141 tons, Reserve, Haiphong

Esturgeon, sub-marine, 70 tons, 60 h.p., Lient Combet, Saigon Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p. Henri Rivière, river gunbéal, 150 tons, 6 guns [

152 h.p., Haiphong tons, 36 guns, 19,600 h.p., Rear Admiral

de la Croix de Castries (Commander-in-Manche, surveying-ship, 1,825 tons, 10 guns, Saigon

h.p., Commander de la Roche Keraudraon, Olry, river gunboat, 170 tons, 6 gans, 500 h.p. Lieut, de Maindreville, Upper Yangtze Peiho, river gunbeat, 130 tons, 4 guns, 280 h.p. Lieut. Puech, Tongku

Perle, sub-marine, 70-tons, 60 h.p., Lieut. Monnier. Saigon Pietolet, destroyer, 300 tons, 7 guns, 7,000 h.p. Mohican (station ship), Commander G. R. Commander Mortenol, Hongay. Protée, sub-marine, 70 tons, 60 h.p., Lieut Monterey, monitor, 4,000 tons, Lt. D. W. Todd Morris, Saigon

Redoutable, battleship (reserve), 9,330 tons 37 guns, 6,200 h.p., Capt. Drouet, Saigon Styx, armoured gunboat, 1,800 tons, 8 guns 1,600 h.p., Lieut. Seriot, Saigou. Takou, destroyer, 280 tons, 6 guns 6,500 h.p., In Reserve, Saigon Vauban, torpedo-depot, Commander Mortenol,

Hongay Vétéran, torpedo-depot, Lieut, Bihel, Cap Saint-Jacques Vigilante, river gunbost, 180 tons, 6 guns, 7 h.p. Lieut. Damonlin, Siking

GERMAN. Arcons, cruiser, 2,719 tons, Captain von Hipper Iltia gunboat, 1,000 tons, 10 guns, Captain Lans Jaguar, gunboat, 900 tons, 10 guns, 1,800 h.p. Captain Graf von Posadowsky-Wehner Leipzig, cruiser, Captain Engel

#### SETTLEMENTS STOCKS RUBBER COMPANIES. Singapore, April 6

sh	are £	e-each L. Calls are:—	Malayan Companies	Singapore Fraser & Co.'s Prices, March 8	Dividends	Par value each share £1. Calls paid up are:—	Malayan Companies.	Singaporo Fraser & Co.'s Prices, March 8	Dividende
	10/	paid	Alor-Pongsu			fy paid	Malacca Ordinary	10.5.0	
	fy_ 2/ fy.	,,	Anglo-Johore Anglo-Malay	1.6.13	75% 10	2/fy. "	Merlimau Merton Syndicate	6/63	••••
	17/6	יי וו	Bakap			fy, n	Mount Austin '	1.16.0	******
_	fy.	11.	Bantong Batu Caves	15.15.0	105 %	2/, fy. ,,	Narborough Est North Hummock	•	15% '10
	fy. 15/	. ,	Batu Kawan		*****	2/ fy. ",	Padang Jawa	4/3	10% 10
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\$ <b> </b>	fy.	)) ))	Do. Ordinary		******	10/	Peneiro Est	10/-	121% 10
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	fy.	" }	Chankat Salak R. and Tin	1	*****	16/ 19 fy. 19	Seremban	.; 1.17.6pm	1
	g/ fy.	48	Chersonese	4,11	*****	fy. "	" Semngoon		*****
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	2/ fy. 2/ fy.	1) 1)	Cicely Ordinary Preferred	2.11.6 2.11.6	100% 1 102½% 1	0 fy. ,, 0 2/fy. ,,	Singanore Para	7/3	121% '10
, İ	2/ fy.		Consol Malay Damansara	1.6.1½ 8.5.0	50% 1	0 /15/6 ,,	Strathmore R	8/6	17½% '09
	fy.	) ))	Dennisto wn	.]	50% 1	0 17/6 ,, fy.	Sungei Bahru Sungei Choh	5.100	*****
	2/ fy.	11	Enbh. Selangor Fed. Selangor	12/-	30% 1 60% 1	0 2/fy. ,, .	Sungei Kapar	18/14	25% '10
	<b>2/,</b> 1/6	17 99	Gna Kee R. Est	•	111111	0 15/ 12/6 ,	Sungei Kruit Sungei Liang		
,   .	fy.	. ' 3) 11	Garing (Malaeca) Golconda	6.5.0	25% '1	o fy. "	Sungei Salak Sungei Way	5.3.2 6.12.0	
-	fy. £1 fy.	n	Golden Hope Gula-Kalumpong	5.15.0	20%	0 17 ,	Tangkah		12½% '10
√ '	fy.	59 39	H. and Lowlands	5.19.3	30%		Third Mile	••	
4	fy. 15/	D	Inch Kenneth Johore Para	14.5.0	100% '0	9 fy. ,,	Tremelbye	••	10% 10
,	10/	1) -	Johore R. Lands		*****	1 2/ fy	Utd. Sua Betong Val-d'Or Est	•	191114
• •	. 12/6 fy.		Jong-Landor Jugra (Ordinay)		25%	0 2/ fy.	Vallambrosa	2.1.3	75% '10
	17/6 2 fy.	17	Juru Estates K'pong Kuantan		11****		Trust and Finance	ļ.	
10 200	2/1/	. !! . ; ; ;	Kamuning "A"	.] 6/8 pn	1 15%	0	Companies.		
*   · ]	2/ fy. fy	)) 11	Do. "B" Kapar Para	8/3 9.14.0	20% 1	5/ paid 0 10/	Anglo-Straits R. T		
	fy.	# #	Kellas		1	Options )	Eastern Internat. Trust		_20% <b>'10</b>
	7/0	17 17	Killinghall	1	74% 1	10/	Mid-East Invest		*****
<u>'</u>	2/ fy. fy.	<b>j</b> j	Kinta Kellas Klanang	· <u>·</u>	331% 71	Options:	Rubber Plants, Inves. Trus R. Share Trust	6	71% 10
	2/1/ 2/1/	59	Klian-Kellas		•••••	15/ part	Strait. M Trust		
	10/	** ,	Kota Tinggi Khota Tampan	1/3pn	1,,,,,		India, Ceylon, Borneo,	-	
	fy. 15/	, J	Krubong		20% ''		Java and Sumatra.		
	fy.	19	Kuala Klang		*****	fy. paid	Anglo-Java		
,	2/ fy.	19' 59	Kuala Lumpur Kuala Pahi	8,14.3	75% '1 5% '1	0 60	Asaban (Sumatra Bangawan R.		
<b>'</b>   '	2/ fy. 2/ fy.	19	Kuala Selangor Labu	16/3	11111	17/6 ,,	Beaufort		*****
	fy.	" }	Lanadron	5.5.0	30% '1 12½% '1	5/ ,	Central Sumatra Indian Peninsula		******
	16/ fy.	_n {	Lodener	4.4.6		15/ ,,	Java Amalgam Kimanis	_ ;	******
	7/6 15/	,, }	Ledoury	2.5.0 pm	10% '1	0 17/6 ",	Langkon		*****
	2/ fy.	19 59 ·	Linggi	2.14.0		of fy. ", of fy.	Manchester Nirmala (Java)		
.}	2/ fy. 13/	-19	London Asiatic	15/1½   13/9 pm	10%	0 1/6 ,,	Pontianak		*****
	2/ fy	'n	Madingley Est.		*****	2/ fy. ,,— 10/ ,,		. 13/4≱	33\\\ 10
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	<del></del>	<del> </del>				·/ 2/ Ly - ,1	) Divis tructusoria	10/9	20% 10

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Augusto Jose da Almeida UNITED STATES. Albany, crniser, 3,000 tons, C. S. Williams. Arayat, gunboat, Lieut.-Comdr. Matt

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STEAMERS PASSED THE CANAL.

March 24th-Alcinous, Bayern, Candia, Hyson. 28th - Benmohr, Kawachi Maru, Nicomedia, Pathan, Peking, Saxonia, Indradeo. 31st-Calchas, Cyclops, Sithonia, Theseus. April 4th -Braemar, Indrapura, Kaga Maru. 7th-Alcinous, Hudson, Nile, Peshawur, Polyphemus, Syria, Hermann, Lerche. 11th-Benarty, Bloemfontein, Breconshire, Erzherzog Franz Ferdinand, Marmora, St. Hugō. 18th—Atauta Maru, Brasilia, Buelow, Ceylon, Glenroy, Iyo Maru, Kanagawa Maru, Machaon, Nera, Nippon, Nove, Prometheus, Scandia, Silesia, Prinzess

ARRIVALS AT HOME. April 18th-Deucalion, Hellas, Katuna, Keemun, Spezia. 19th-Syria.

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KONSULAT. Canton, 15, Dezember, 1910.

#### BEKANNTMACHUNG

IE Bekanntmachungen aus dem genihies -Handelsregister, sowie andere gesetzlich vorgeschriebene-Veroeffentlichungen werden im Jahre 1911 durch. "OSTASIATISCHEN LLOYD"

"HONGKONG DAILY PRESS"

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To Sail on or About

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and the second TWO OF A TRAINE. following next lines appear in

World: Says Winston, with polysyllabic loquacity, The Suffragette League is "a fount of mendacity"—

The women, in answer, will probably tell us he Is simply consumed by professional jealousy. UNSUSPECTING WIFE'S REWARD.

Banknotes and securities worth £12,000 were found in an old coat belonging to a Greek beggar who died at Kasaka, Roumania. His widow, who found them, had believed throughout her married life that her husband was a poor man. She had never dared to search her husband's pockets, as some wives are said to do.

BELECTION OF A TITLE.

Lord Airedale, whose sudden death was recently announced, used to tell an amusing inspecting the English-built machines. story in connection with his title," When it announced that he had decided to take the Cheroau, manager for M. Bleriot, "no fewer society.

A propos of a conscience-skricken borrower gotten to return, a contemporary relates the following:-A visitor was being shown round much. He asked for advice about book-collecting. "My advice," said the collector, "is simple. the inquirer, rather mystified. "No, never lend books. Do you see these shelves (indicating with a sweep of his arm a couple of thousand books or so). Well, every one of these was

#### AN ORIGINAL.

By way of competition a Chicago paper offered three dollars for the most original advertisement for its Sunday issue. The following, original French Government-such as Sommer, Maurice enough, was among those received :-

Wanted.-Young man in gaol wants to get ! out: suggestions solicit at that might result in immediate release; wants poets address who wrote: "Stone walls do not a prison make nor iron bars a cage." Address John L. Silber, County Guol.

Readers of the paper became so interested the man that his pardon was granted by the Governor of the State as the result of agitation: BOY WITNESS' NISTAKE.

place in our of the provincial Appeal Couris in been set farther back to facilitate reconneitring. France A boy, about 14, was summoned to give evidence, and his appearance was such as to move the whole Court to laughter. He was small even for his age. He word a long redingete, speculiar to the Besque country, and immense boots. His trousers, collar, and hat were unquestionably those of a man. The Court was , convulsed, and the President, asked the boy how he dared to treat the Court in such a manner. The boy seemed as surprised as the President, and, taking our the citation from his pocket, read the formula inviting him "comparative dans les affaires de son père." WHERE CAMELS SMOKE.

A curious fact is described in the paper II Tabacco, quoted by a writer in the Strand Magazine, regarding the taming of wild cantels by the natives of Morocco. A three-cornered piece of wood, through which a hole is drilled, is placed in the mouth of the camel, and a lighted eigar, very large and locady relied, is then inserted in the hole. As soon as the mainal starts to draw it becomes very tame, and continues to inhale the smoke and to emit it through its, nose. As soon as the first cigar is finished, a new one must be put in place, T otherwise the camel becames furious and very stubborn, fixes its legs in the ground, and cannot | 7 be made to move until the eight smokes again.

NAPOLEON AND THE MONKS. . A detachment from one of the French armies under Napoleon was once passing through a small town in a Roman Catholic part of Germany, when the troops being in want of provisions, the general sent to require a certain amount to be furnished by a monustery at a very short distance from the town. The superior consulted with the monks, and all agreed in not complying with the general's request; but it was resolved that an apologistic letter should be written in Latin. Napoleon, not having a classical education, did not understand a word of it, and gave it to his secretary to read. "How!" cried the general, "do the rascals dure not only to refuse my demands, but also to write to me in Latin " He then directed his secretary to write them as follows: "Friponibus de meinibus sivous no m'en envoyibas instant bus, je mettrai le feu a votre conventibus, et je vous ferai pendibus, toutibus,"

### WHEN CARLYLE WAS\_LECTURED.

The dead peer recently recalled his first meeting with Carlyle . " I was introduced to him as a young manufacturer from Leeds," he said. "Carlyle furned suddenly upon me and said. Pray, sir, is it true that there is a great roaring, smoking forge in the very centre of Kirkstall Abbey P. No. sir, I replied, 'it is not true. The Kirkstall Forge is half a mile away from the Abbey, 'Oh, is it?' Carlyle graffly retorted. 'I heard it was in the very centre of the Abbey, but at any rate Loods is a sholldy manufacturing town, is it not? I said to him. Do you know, Mr. Carlyle, what shoddy is? You write a great deal about sheddy. Would you mind if I told you? He said "No," and I told him that and washed and terned into wool, and made into cheap clothing, enables clean and cheap garments to be manufactured for working people. Oh, said Carlyle reflectively, I had not heard that aspect of the question."

THE QUEEN AND LADY SMOKERS, Queen Mary does not like ladies smoking in her presence. Some few years ago (recalls M.A.P.) her Majesty showed her dislike to the cigarette habit being indulged in by ladies in a manner that was not only effective, but was not without its humorous aspect. When Princess of Wales she was the guest of a wellknown American hostess who, after dinner, cought, and, of course, obtained the Royal assent to some of the ladies present smoking cigarettes, the Queon's distike to this practice not then being generally known; but during the consumption of the cigarettes the Queen remained standing, and of course every other lady in the room had to do likewise. The hostess, however, had the shrewdness to guess why her Royal guest did not sit down, and in a few minutes man iged to convey her wish to the ladies who were smoking that they should throw away their eighteetes, which they gladly did, for they also suspected why they were kept standing. The Queen then sat down, and her Majesty has never since had reason to express her dislike of ladies smoking in her presence.

FROM THE WORLD'S WAR FLEET OF 300 AEROPLANES. RUSBIAN BUYERS AT OLYMPIA.

> An English representative of the Aeroplane Purchasing Committee of the Russian Government-which has decided to spend £900,000 without dolay upon military airmanship - visited the Acro Exhibition at Olympia recently accompanied by two of the Russian Government airmen. Russia has decided to buy a fleet of 300 war

> neroplanes, all the machines to be delivered before the end of the summer; and the Russian agent spont the whole day discussing British aeroplanes with the English makers. Already the nussian Government has bought eight British-built Bristol biplanes five Farman biplanes, and forty Blériot monoplanes.

The dominant note of the exhibition is the remarkable activity of Government in the formation of floots of war acroplanes, Experts from the British War Office have been examining machines closely since the show opened; French Government experts are also "We have now," explained M. Norbert

title of Baron Airedale he received a communica- than eighty war aeroplanes to supply to the tion from the Airedale Terriers Society saying order of the French military authorities. Thirty it was understood-that he had selected his title of these machines, both single and double. from their club, and they therefore hoped ho seated monoplanes, have already been supplied would see his way to present a good cap to the to the Government and are in use. French officers have began to learn to fly so rapidly that there are now not far short of 100 military airmen in France. So great is the demand who recently sent to the London Library the now for war aeroplanes for various countries published price of some books which he had that M. Bleriot cannot deliver any more twotaken out of the institution years ago and for seated millitary machines for reconnecting work for the next five months."

An extensive order for Breguet biplanes, a library by the owner, and minired it very us seen at the show, has been given by the French Government. These machines constructed almost entirely of steel, take to Never lend books." "Never lend books?" said pieces in half an hour for expeditions military transport. A number of Forman military-type biplanes-in which the two occupants of the machine sit in a next enclosed body like that of a racing motor-car—have also been bought by the French, Italian, and Spanish Governments,

With the recent orders for Blériot and Farman aeroplanes, added to the number of machines of other makes already bought by the Farman. Antoinette, Goupy, Nicuport, and Hanriet machines -the French War Office will shortly possess an air fleet of at least 150 war

The fast-flying war monoplane, as designed by M. Bleriot, is the striking feature of the exhibition. Sitting side by side, protected from the wind by a dome-shaped metal screen, and with maps and compass fixed in frames before them, the driver of the machine and the observer will rush through the air at a speed of sixty miles an hour, inspecting a wide panorama of A droll incident is reported as having taken country over the sestaining wings, which have The British War Office now owns ten sero-

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Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.
FARES TO LONDON (Including Surtax):

1ST SALOON £71.10 SINGLE. £106.14 RETURN. 2ND £48.8 £ 72.12 IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE FOR LONDON CARRYING SALOON PASSENGERS AT REDUCED RATES.

	PROPOSED S.	AILINGH:	× 10:12 € 12.5	
STRAMERS		Leave Hongkong	Due London	<del></del>
	Tonnage	about	about	
• SICILIA	67CO	May . 17	July	3
* SUMATRA	4600	May 31	July	17
• NILE	6700	June 14	July	31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSHILLES FARES TO LONDON (Including Surfax): 1st SALOON £55.0 SINGLE. £82.10 RETURN.

£38 10 Carry 1st and 2nd Saloon Passengers. For further Particulars, apply to-

E. A. HEWETT, .. SUPPLINTENDENT,

DAIYA MARU, Jupanese str. 2,798, K. Kobayiiehi, 20th April-Moji 15th April, Cont-Mitsu Bishi Goshi Kwaisha. FLORA, British craiser, 4,360, J. Nicholas, 20th

April-Singapore 14th April. FRI, Norwegian str., 860, Anderson, 19th April -Dalny 13th April, Beans-Aagaard, Thorsen & Co. GREGGEV APCAR, British str., 2,961, S. H.

Bolson, 20th April-Calcutta 4th, Penang 10th and Singapore 14th April, General-David Sussoon & Co., Ltd. HELENE, German str., 771, H. Bendixon, 20th April-Heihow 19th April, General-

Jobsen & Co. Huzemow, British str., 1,217, G. Hooker, 19th - April-Tientsin, 14th April, General-Butterfield & Swire.

Monmourn, British erniser, 9,800, L. E. Power, 20th April-Singapore 14th April. PERORUS, British erniser, Commander A. P. Davidson, 20th April -- Singapore 14th

WUHU, British str., 20th April - Canton.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 20th April.

Asia, British ste., for San Francisco. Haiyang, British str., for Swatow. Phy Yeu, French str., for Hongay. Samatra, British str., for Shanghai. Wongkoi, German str., for Swatow.

> DEPARTURES 20th April.

CHUNSANG, British str., for Canton. DERWENT, British str., for Saigon. Kownoon, German str., for Shanghai. LIABREERS, British ste., for Sincapore. LINAN, British str., for Shanghai. Nis ago, British str., for Shanghai. QUINTA, German sir; for Heihow. ROMANY, British str., for Woosung. RUBI, American str., for Manila. Tamos Maru, Japanese str., for Milke. TSINTAU, German str., for Hollow.

SHIPPING REPORTS. The German str. Helene reports: Rainy weather, strong N.E. winds and high sea?

#### VESSELS EXPECTED.

THE AMERICAN MAIL. The P. M. S.S. Co. str. Mongolia is due to arrive at Hongkong to morrow between 8 and

The TKK, str. America Maru arrived a Yokohama on the 14th inst., and left that port for Hongkong with U.S. mail on the 17th inst. via Kobe, Nagasaki and Shangbai. The P. M. S.S. Co str. Persia sailed from San Francisco on the 12th inst. for Hongkong. via Honolulu, Yokohama, Kobe, Nagasaki and

Shanghai, and is due to arrive at Hongkong of the 10th prox. . The P. M. SeS. Co. str. Korra sailed from San Francisco en the 18th inst. for Hougkous vin Henolulu, Yokohama, Kobe, Nagasaki ane Shanghai, and is due to arrive at Hongkong or

the 19th prox.

THE AUSTRALIAN MAIL. The L.G.M. str. Prinz Sigirmund left Sydne on the 8th inst, at 11 a.m., and may be expecte Port, Port Darwin and Manila) and is due here

on or about the 5th prox. MERCHANT STEAMERS. The P. & O. S. N. Co.'s str. Sumatra left Singapore for this port on the 15th inst., at a ma said believe here to-day. The Hank str. Rheinfele left Shanghai on the 17th instant, at 1 p.m., and may be expected

here to-day n.m. . The Apear Str. Japan from Shanghai, Kobe and Moji may be expected here to day. The Norddentscher Lloyd str. Prinz Waldemar left Nagagaki on the 18th instant, at 6

p.m., and may be expected, here to-morrow at The Olof Wijk & Co. str. Peking loft Sebang on the 13th instant, and is expected here on the

24th instant. The N.Y.K. Str. Toka Marn (Bombay Line) left Bombay for this port via Singapore on the 7th inst. and is expected here on the 25th inst. The Mogul Line str. Pathan left United Kingdom on the 12th ultimo for Hongkong.

via Straits. The "Mogni" Line str. Loral left Unitep Kingdom on the 10th instant for Hongkong, via the Straits.

### VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

### THE Steamship

Captain A. Stewart, will be despatched for the above Ports on TUESDAY, the 25th inst.,

DAVID SASSOON & Co., LTD., Agents. Hongkong, 20th April, 1911. REGULAR STEAMSHIP SERVICE

For Freight or Passage, apply to

WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. S.S. "MONTROSE"...On or about 4th May. FOR BOSTON AND NEW YORK. S.S. "MUNCASTER On or about CASTLE" ( 11th May. For Freight and further information, apply to

Agents. Hongkong, 20th April, 1911 THE AMERICAN AND ORIENTAL LINE.

DODWELL & Co., LTD.,

FOR NEW YORK. (With Liberty to Call at the Malah Coast.)

HE Steamship "AFGHAN PRINCE,"

Captain Thomas, will be despatched for the above Ports on or about 18th May, 1911. For Freight and Passage, apply to-ARNHOLD, KARBERG & Co., General Agents. Hongkong, 19th April, 1911.

#### AS LOADING. VESSELS ADVERTISED

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowleon "m," and those yessels berthed at the Kowleon, Wharf "k,w." together with the number denoting the section.

2. From Harbour Master's to Blake Pier.

1. From Green Island to the Harbour Master's.

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<del>Т.</del> І.		, —— , —— , —— , —— , —— , —— , —— , —	1 22-(	7			-	GLAMORGANSHI
Ţ				กษาการ	CARTATA	FOR PREIGHT APPLY TO		Captain W. Gregory, will be
, [	DESTINATION	VESSEL'S NAMES.	A REVO W. RIGH	DESERVE	CAPTAIN.	FOR PROPERTY APPLIED		above on 22nd inst.  For Freight or Passage, apply
1		and the second s	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			A CONTRACTOR OF THE PROPERTY O		JARDINE, MATHESON
	The state of the s	,					- · · · · · · · · · · · · · · · · · · ·	Agonts.
1		1		1	C W Clarkman name	LD to S N O	On 29th inst. at Noon	Hongkong, 12th April, 1911.
1	LONDON, SC., VIA USUAL PORTS OF CALL "	ASSAYE	., Brit, err. 🛺	<b>'</b>	I, G. W. COCKMAN, R.N.R.	P. & O. S. N. Co	On 3rd May, at 10 A.M.	trongroug, ten April, 1911.
- 1		i di alla della della contra de	14) <b>****************</b> *****	1	M. W. A. Clarke, R.N. K.	P. & O. S. N. Co	About 17th May.	
•	The same of the sa			i	U. W. Watkins, R.N.H.	P. & O. S. N. Co	On 8th May	
- r	The contraction was a first of the first transfer for the first transfer of transfer	. Commente a value of the comment of	e i National Problem (Fig.)		Hudebrandt	HAMBURG-AMERIKA LINIE	On 25th May	
\-\	ACCOMPANIATION AND AN ARREST REPORT OF A NATIVE BUILDING OF A	A PAUDONA - HE HE H	Ger. str	1 -	Wagner	HAMBURG-AMERIKA LINIE	On 6th Juno.	
	SECOND TOTAL & HAMBURG VIA STRAITS, OF	AFROADIA in in	eri Cica, nea, se	'	Schwingnammer	HAMBURG-AMERIKA LINIE	About 3rd May.	
'		I LIMITANI III III	. Dan, etc		H. Krase	MELCHERS & Co	On 10th May.	
<sup>-</sup>	the analysis to the DECOMEN A SEA SEBURGE ACC. The second	SUEVIA	. Ger. str	} K. W.	Massau.	HAMBURG-AMERIKA LINIB	·   ·	
ιÌ	MARSEILLES, LONDON & ANTWERP	GLAMORGANSHIRE .	Brit. str	•	· · · · · · · · · · · · · · · · · · ·	JARDINE, MATHESON & Co., LD.	On 26th inst., at D'light	
LT	MARSHILLES, LONDON & ANTWERP VIA SINGAPORE, &	e Kamo Maru	Jap. str	1	F. L. Sommer		On 27th inst.	
` i	THE REPORT OF THE PROPERTY OF	" I takka kecamatan menerata ana i s	Ger. str	, k, w	Eckhorn	Hamburg-Amerika Lines	On 10th May, at D'light	AUSTRIAN LLOYD'S ST
٠	MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &	c Aki Maru	Jan. etr	,	K. Homma	· · · · · · · · · · · · · · · · · · ·	On 10th May, at Dligh	GATION COMPA
r, ¦	- A. T. C.	c Minima Maru .	. Jan str		A. E. Moses	NIPPON YUSEN KAISHA	On 3rd June.	OFFICE ASE TO SE
	MARSEILLES, HAVRE & HAMBURG, &c	4 #   M.P.P.C. E. P.S. PO. P	Ger. str	k. w.	Brehmor	HAMUBRG-AMERIKA LINIE	On 3rd May, at Noon.	STEAM FOR
	l arabit tio die erit Atrilites Utlikalitake at - in - i	PRINZ LUDWIG	Ger. str		F. v. Binzer		On 26th inst.	FIUME AND TRIESTE
Ji .	TITESTE, AC., VA SINGAPORE, AC.	1 23 C 23 C 14 C 1	Aus. str. '.	• • •	Raicich	1 T	About 4th May	Calling at SINGAPORE,
	NEW YOR!	· ·	Brit, str.		2000	DODWELL & Co., LTD.	About 18th May.	COLOMBO, BOMBAY,
		AVONAN PRINCE	Am. str.	7-	Thomas	the contract of the contract o	The second of th	ADEN, SUEZ AND POR
	NEW YORK ORK VIA PORTS & SUEZ CANA	L MATOPPO	Brit, str. ,				About 11th May.	(Taking Cargo at through rates
	l verconcest 6 NEW YORK	" I MONGWATER OWAL	#### #### 116 1474 ) 4		Ti Thurst house	DODWELL & Co., LTD		PERSIAN GULF, RED SI
	BUSI ON A STANCE AND AN AR	EMPRESS OF INDIA	Brit, str.	i i m.	E Beetham	CANADIAN PACIFIC B. Co	" o oo i Tara A Moon	SEA, LEVANT, VENIC
٠		MONTEAGLE	Brit.ulr	Z m.	W. Davison	CANADIAN PACIFIC R. Co	On 25th inst., at Noon	ADRIATIC PORTS
		1.5 / A /1.11.13/A. ARB (1.50 V 1.51	1/15/10		K. Noda		On 2nd May, at D'light	HE Company's Steamship
	1	124 C 224 24 25 1225 214 214 217 24 27	a temperatura a			OSAKA SHOSEN KAISHA	On 23rd May, at 4 P.M.	"AUSTRIA."
	1	LL )	Jap, str	<del></del>	Irizawa		On 4th May.	
	VICTORIA, B.C., & SEATTLE VIA SHANGHAL, &	e Suveric	. 🖘 Brit. str.	• • •	F. S. Cowley	THE BANK LINE, LIMITED	To-day, at 1.P.M.	Capt. Raicich, will be desputed
	SAN FRANCISCO VIA SHANGHAL & JAPAN, &C.	ASIA	Brit, str.	] — ·	II. Gaukrager	PACIFIC MAIL S.S. Co.	On 29th inst, at 1 P.M.	WEDNESDAY, 26TH
٠.		488354378756843	Am. str.	<del></del>	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		" A Fit 36 4.1 NAC	This Steamer has capital acc
	SAN FRANCISCO VIA SHANGHAI & JAPAN &	to America Maru	🍃 🤄 Jap. str		A. G. Stevens	Toyo Kaisen Kaisha	On 12th May.	passengers, excellent cuisine,
٠	BEIRA, DELAGOA BAY, DURBAN, &c	KATANGA ,	Brit. str.	i —	731 7 3 3 1	THE BANK LINE, LIMITED		electric fan and carries a doctor
	PORTLAND VIA JAPAN	Rygja	Nor. str.		Eivind Meyer	PORTLAND & ASIATIC S.S. Co	On 25th inst, at 10 A.M.	For information as to Passa
•	AUSTRALIAN PORTS VIA MANILA	. PRINZ WALDEMAR	Ger. str.		F. Iseke	MELCHERS & Co	and apply Many at Many	apply to
•	AUSTRALIAN PORTS VIA MANILA	Kumano Maru	Jan. str.		M. Winckler	NIPPON YUSEN KAISHA	On 9th June, at Noon.	SANDER, WI
	AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	., l-Jan, str.			Nippon Yusen Kaisha	" On 27th inst., at 11 A.M.	Age
	KOBE & YOKOHAMA	KAGA MARU	Inp. str.		M. Hagino	Nippon Yusen Kaisha	About 2nd May.	Princes
	KOBE & YOKOHAMA	PRINZ SIGISMUND				MELCHERS & Co	On 10th May, at Noon.	Hongkeng, 31st March, 191
	NAGASAKI KOBE & YOKOHAMA	YAWATA MARU	Jan. str.		J. Nagao	NIPPON YUSEN KAISHA	On 17th June, at 1 P.M.	
	JAPAN, HONOLULU, MANZANILLO, &c.	HONGKONG MARU	Jap. str.		H. Hinokuma	Toyo Kisen Kaisha	Quick despatch	
	JAPAN, HUNOMOMOMOMOMOMOMOMOMOMOMOMOMOMOMOMOMOMOM	71		7.3	J. B. v. Damme Jeliz	ab Java-China-Japan Lijn 1.	On 25th inst, at D'light	THE PENINSULAR AN
-	THENTSIN	Huichow	Brit, str.	1 m	Hooker	BUTTERFIELD & SWIRE		STEAM NAVIGATION
	THENTSIN VIA SWATOW & WEIHAIWEI	L. Chipshiko	Brit, str		F. Mooney	JARDINE, MATHESON & Co., L.	To-day, at 4 P.M.	
	CHEFOO & NEWCHWANG	WUHU	Brit. str.	1 m	J. Meathrel	BUTTERFIELD & SWIRE	On 24th inst.	STEAM FOR STRAIT
	SHANGHAI, YOROHAMA & KOBE	PEKING	Swed. str		***	OLOF WIJI & CO., LTD	To-morrow, at Midnigh	
ı		! CHINHUA '	Brit, str.	l m	1	BUTTERFIELD & SWIRE		1. MEDITERRANEAN
ыŅ	man at at at a t	CHOYSANG	Reit, str.		M. Courtney	JARDINE, MATHESON & Co., L.	T. 医皮肤 1	PLYMOUTH AND
	SHANGHAL MOJI & KOBE	Tosa Mahu	Jap. str.		H. Nomura	NIPPON YUSEN KAISHA	About 27th inst	
	SHANGHAL MODI & ROOM	4.7.1.2.4.4.4	Brit. str.		E. W. H. Snow	P. & O. S. N. Co	About 2nd Mar	THEOUGH BILLS OF LADI
	SHANGHAI MOJI KOBE & YOKOHAMA	PESHAWOR	Brit, str.			MELCHERS & Co	About and of Annil	BATAVIA, PERSIAN GULE
	SHANGHAL YOKOHAMA & KOBE	ADERIA	Dan, str.	·	TF 13	Management Co	About 3rd May.	AMERICAN AND BOUT
	<del>~~!~~;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;</del>	A Buelow	<u>tier str.</u>	1111		MELCHERS & Co	On 6th Muy.	PORTS
· t		1	• • • •		en en	HAMBURG-AMERIKA LINIS	On 18th May.	THE Steamship
. ['	SHANGHAL RUBE & YOKOHAMA	SCANDIA	Ger. str.	, K. W	Knaiset	HAMBURG-AMERIKA LININ	Quick despatch	
1111	SHANGHAT	TJILIWONG BA	Dut_str.	A.A.s.	Van D. Jalink	A transport of the state of the		"ASSAYE
		DATGE MARU	- Jan. str.	# P 1	Define the second section	4) Change and If a some a	On 26th inst., at 8 A.M.	Captain E. W. Cockman, R.N.
;1 	1 i	CHOSHUN MARU	Jap. str.	- <del>-</del>	300	OSAKA SHOSEN KAISHA	To-day, at 11 A.M.	Majesty's Mails, will be despa
101. 101.	FOOCHOW VIX SWATON & MACON	THE PROPERTY AND AREA OF A STATE	****			Douglas Lapeaik & Co	On 23rd inst., at 10 A.M	1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1381	Carlot Mark Carlot Carl	·   **	🗒 🥫 Brit. str.	z n	J. W. Evans		On 25th inst., at 11 A.M.	
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Hβ	di 1	LOONGSANG	Brit. str.	- , <b> </b>	Teask	-		from Colombo, passengers
nn m	A CONTROL OF TABLE OF THE STATE	TAMING	🔠 Brit. str.	1100				in which vessel is secured
U)	MANILA. CEBU & ILOILO		🔠 🔐 Am: str.	-+-	M. C. Smith			from Hongkong.
		Runi	Am. str.					Silk and Valuables, all car
()) 	MANILA, CEBU & ILOIDO LESSELTON, KUDAT & SANDAKAN	BORNEO	Ger. str.		F. Sembill			and Cargo for London (under
<u>іЩ</u>	BOMBAY VALSINGAPORE, & COLOMBO	Brngo Maru	Jap-str		S. J. G. Parsons			to transhipped at Colombo int
) ال ال در	SINGAPORE, PENANG & CALGUTTA	Kumbang	🔠 🔠 Brit. str.		W. G.G. Liensk		On 25th inst., at 4 P.M	proceeding direct to Marsoi
, 0	THE CONTRACTOR OF THE PROPERTY OF A STATE OF THE CONTRACTOR OF THE	JAPAN	Brit. str.		A. Stewart			other cargo for London, &c.
	BATAVIA, CHERIBON, SAMARANG, &c	TJITAREM	Dut. str.		V. Zwart	JAVA-CHINA-JAPAN LIJN	to the designation of the second	via Bombay by the S.S.
n(	BATA III, OHDINIDOM, MILLION		'	<b>,</b>	1			in London on the 9th June,
.34€ ∧4 -	3   3					11 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	*	Parcels will be received a
UM.				مان المانيات التي التي التي التي التي التي التي ا				4 P.M. the day before sailing

#### The Fig. & A. str. St. Albans left Sydney on the 12th instant, for this port (via Queensland CANADIAN PACIFIC RAILWAY CO.'S NORDDEUTSCHER LLOYD. BREMEN ROYAL MAIL STEAMSHIP LINE. IMPERIAL GERMAN MAIL

#### "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver H.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

	From	Hongkong.	From Quebec.
'EMPRI 'EMPRI 'MONT!	ess of ess of ess of eagle	INDIA" SAT., 29th April JAPAN" SAT., 20th May CHINA" SAT., 10th June "WED DAY, 28th June	"ALLAN LINE" FRIDAY, 7th July

Steamships leave HONGKONG at 6 P.M. THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCCUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS"

Stemmenips, 14,500 tons register, thus providing a comfortable and speedy through route All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

- Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers) and 1st Class Railway ... First Class rate to London includes cost of Meals and Berth in Sleeping Car while

crossing the American Continent by Canadian Pacitic direct Line. R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked-through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments: Full particulars of application from Agents, Fer further information, Maps, Routes, Handbooks, Rutes of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China. Corner Pedder Street and Praya, opposite Blake Pier.

#### ASIATIQUE EST MESSAGERIES MARITIMES, AGENTS.

S.S. "SI-KIANG," Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG (VIA KWANG CHOW WANG).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M. Arrives Haiphong on FRIDAY, at 2 P.M.

1ST AND 2ND CLASSES ON BOARD.

For Passages and Freight, apply to P. THOMAS, M.M. Go.'s AGENT.

# LINES.

3. From Blake Pier to Naval Yard. 4, From Naval Yard to East Point

	FOR	.8TEAMERS	TONS	TO SALL,
	MANILA, YAP, ANGAUR, MARONN ) SAMARAI, NEWGUINEA, BRIS-  BANE, SYDNEY and MELHOURNE	"PRINZ WALDEM	AR," S	Tuesday, 25th April, at 10 A.m
İ		"PRINZ SIGISMUNI Capt. D. Lenz		About 2nd May.
	JESSELTON, KUDAT and SANDAKAN }	"BORNEO" Capt. F. SEMBI	5,050	Wed'day, 3rd May.
	NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG, Capt. F. v. Bir	YZER	May, at Noon
	SHANGHAI, TSINGTAU, KOBE YOKOHAMA	BULOW Capt. H. FORM	16,900 Es	About 3rd May
	All the Cleamons of the Engance	n Line are litted with	Wireless '	Telegraphic.

New System of Telefunken. For Farther Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA:

PHILIPPINES S.S. Co.

AGENT.

STEAMSHIP		Tons	CAPTAIN	POR	SAILING DATE
ZAFIRO	:::	4000 4000	M. C. Smith S Crosby	Manile, Cobu & Iloilo   Manile, Cobu & Iloilo	On 29th April, 4 P.M. On 10th May, 4 P.M.
For Freight or	Pas	sage, ar	ply to SHEV	VAN, TOMES & Co.,	General Managers,

## PORTLAND & ASIATIC S.S. CO.

### OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALE AT HONOLULU AND SAN FRANCISCO.)

CAPTAIN To SAIL "BYGJA" ... ... ... 3,807 ... Eivind Meyer ... ... On 8th May. Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to FRED- J. HALTON,

KING'S BUILDING, (Opposite Blake Pier).

Hongkong, 21st April, 1911.

Hongkong, 21st April, 1911.

"SHIRE" LINE OF STEAMERS, LTD FOR MARSEILLES, LONDON AND

ANTWERP.

THE Steamship

--- "GLAMORGANSHIRE," aptain W. Gregory, will be despatched as ove on 22nd inst. For Freight or Passage, apply to JARDINE, MATHESON & Co. Ltd.



AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILS. PERSIAN GULF, RED SEA, BLACK

SEA, LEVANT, VENICE, and

ADRIATIC PORTS). THE Company's Steamship-

"AUSTRIA. Capt. Raicich, will be despatched as above on WEDNESDAY, 26TH APRIL.

This Steamer has capital accommodation for passengers, excellent cuisine, electric light. electric fan and carries a doctor and a stewardess. For information as to Passage and Freight. apply to

SANDER, WIELER & Co.. Agents, Princes Buildings. Hongkeng, 31st March, 1911.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON. AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS; PLYMOUTH AND LONDON,

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULE, CONTINENTAL, AMERICAN AND BOUTH AFRICAN

#### THE Steamship

"ASSAYE." Captain E. W. Cockman, R.N.R., carrying His Majesty's Mails, will be despatched from this for\_ Bombay and Colombo on SATURDAY, the 29th April, 1911, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "Monea," 11,000 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will to transhipped at Colombo into the mail steamer proceeding direct to Marsoilles and London. other cargo for London, &c., will be conveyed via Bombay by the S.S. "Figure," in London on the 9th June, 1911.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E-A-HEWETT

Superintendent. Hongkong, 17th April, 1911.

The Wine Nerchang of the Cast

SPE

MIS

BLEND

MSIE



Butter, Palmer & Co., London.

SIEMSSEN & CO., HONGKONG,

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日歷英中年十五

From 1st January, 1864 to 31st December 1913, BEING PROM THE 1ST YEAR OF THE 76TH CYCLE TO THE SOTH YEAR, OF THE 76TH CYCLE

PRICE \$2 CASH. On Sale at the "Hongkong Daily Presse OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post free) to any part of the World unrepresented by Agents on receipt of Money Order.

## STEAM NAVIGATION COMPANY.

	AVIOATION	
ron	STRAMMES	TO SAIL REMARKS
BIIANGHAI}	DELTA Capt. B. W. H. Snow	About 27th   Freight and April   Passage.
ON DON - VIA USUAL PORTH	Capt. G. W. Cockman, R.N.1	af April f Advertisemen
SHANGHAI, MOJI, KOBE I	PESHAWUR	About 2nd Freight only.
CONDON and ANTWERP VIA SINGAPORE, PE- I NANG, COLOMBO, and PORT SAID	Capt. H. W. A. Clark, R.N.B.	3rd Freight only
ONDON and ANTWERP   VIA SINGAPORE, PE-   SINGAPORE, PE-   SAID and MARSEILLES	SICILIA	About 17th   Freight and   Passage.
For Further Particulars a	apply to	E. A. HEWETT, Superintendent.
Hongkong, 21st April, 1911.	16-) yan zangan	[1

### NAVIGATION CO., LD.

• • • • • • • • • • • • • • • • • • • •	SAILINGS	SUBJECT	TO ALTER	ACITAL	
	FOR		STEAMERS		TO SAIL
CHEFOO	and NEWCHWAR	₹ ° ¥	VUHU."	On :	21st April, 4 P M.
⊤SHANGЦ	AI	······································	HINITUA"	On :	22nd April, M'night
TIENTSI	N		IUICHOW ",,,",	On 3	25th April, D'light
MANILA,	CEBU and ILOII	.O "T	'AMING"	Oa :	25th April, 4 P.M.
	DIRECT SAIL	INGS TO WE	est river, T	vion Week	ly.
	S.S. # I	LINTAN " at	of S.S. "SANU		
4 7774 41	43 1 4 W 4 ST 04111141 43 4 3 4	FT () (T 1			

AUSTRALIAN STEAMERS have superior accommodation with Electric Light. throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA DINE-TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Dock, aft: Saloon accommodation of S.S. "KAIFONG" is situated on Dock, aft. SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS

("ANHUI," "CHENAN," "CHINHUA" and "LINAN.") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargoon through Bills of Lading to all Yangtsze and Northern China Ports. NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch loaves Murray Pier at 10 o'clock every SATURDAY

Night These Steamers Land Cassengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36 For Freight or Passage apply to-BUTTERFIELD & SWIRE, Hougkong, 21st April, 1911 AGENTS.

### INDO-CHINA S. NAV. CO., LD.

			-	• • •	-
•	PROJECTED SAILINGS FROM				
	POR	HTKA!	MURS	ТО	SAIL.
	' SINGAPORE PENANG LCALCU'	TTA" KUMSA	NG"	Friday 21	at Anril Noon
10 B	SINGAPORE, PENANG ACALGU' MANILA	"LOONG	SANG	Saturday, 22	nd April, 2 P.M.
7	TIENTSIN VIA SWATOW & V	VEI Ly currence		~ .	44 75 14
	TIENTSIN VIA SWATOW & V HAIWEI	)" CHIPS	BHING	Sunday, 23rd	d April, D'light.
<u> </u>	SHANGHAI	"CHOYS	ANG'	Thursday.25	th April. D'ligh
	RETURN T	OURNS	ro JA	APAN,	
	(OCCU)	PYING 24 T	DAYS)	•	•

The Steamors "Kutsand," "Namsand" and "Fooksand" leave about every 3 weeks for Shanghai and returning via Kobe (Itland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light, A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted through-

out with Electric Light. Taking Cargo on through Bills of Lading to Yangteze Ports, Tsington, Weihalwei, Chefoo, Tientsin & Newchwang.

\_ Telephone No. 215, Sub. Excl. 4. For Freight or Passage, apply to JARDINE. MATHESON & Co., LTD., Hongkong, 21st April, 1911. GENERAL MANAGERS.

### DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

#### SWATOW. AMOY AND FOOCHOW AND RETURN.

BTEAMBILIPS	Decupying 9 to 10 Day		Languaga esta esta esta esta esta esta esta est	
		I.B.	Aving.	
HATTAN" Capt. J	A. E. Hodgins FR J. S. Roach TU N. C. Passmore FR	ESDAY, 2	lst Apri), at 5th April, at 8th April, at	11- A.M.

SWATOW AND RETURN.

SUNDAY, 23rd April, at 10 A.M. WED'DAY, 26th April, at 11 A.M. Capt. J. W. Evans Steamers will arrive at and Depart from the Company's Wharf-(near Blake Pier).

For Freight and Passage, apply to-

DOUGLAS, LAPRAIK & Co., GENERAL MANAGUES,

Hougkong, 21st April, 1911.

#### HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

#### OUTWARD,

	<b>-</b>	•	
For Shinghal, Kobe &			
s.s. freinfels	100 100	6th Ma	<b>y</b>
S.S. SCANDIA.,			•
S.S. SLAVONIA	111 141	4th Jun	0
s.s. segovia	1	5th Jun	6
S.S. SPEZIA	<sup>*</sup> ,,, <sup>£</sup>	<sup>7</sup> 1st Jul	y
S.S. SILESIA S.S. C. FERD. LA	TITO CO.	2th Jul	y
S.S. C. FERD, LA	EISZ 2	8th Jul	y

HOMEWARD. FOR MARSEILLES, HAVRE & HAMBURD: S.S. SENEGAMBIA ... 27th April. FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. BELGRAVIA ... 8th May. FOR HAYRE, BREMEN & HAMBURG: S.S. SUEVIA ... 10th May. FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. SACHSEN ... 25th May For Marseilles, Havre & Hamburg:

S.S. BAYERN ...... 3rd June For Rotterdam & Hamburg: S.S. ARCADIA . ... 6th June For Further Particulars, apply to-

HAMBURG-AMERIKA LINIE, Bongkong Office. Hongkong, 11th April, 1911.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGRONG-HUBJECT TO ALTERATION.

•	Destinations.	STEAMBES.	TONB.	SAILING DATES.
į	l	KAMO MARU	1.1	WED'DAY, 26th
	MARSEILLES, LONDON and	Capt. F. L. Sommer,		April, at Daylight
	I ANTWERP, via SINGA-1	AKI MARU		(WPDIDAY 10"
	PORE PENANG,	Capt. K. Hommr.	7 000	WED'DAY, 10th May, at Daylig
	COLOMBO, SUEZ and	MISHIMA MARI		4 T
l	PORTSAID	•		
		Capt. A. E. Moses,	>(00 <b>13917</b>	SATURDAY, 20th
١	VICTORIA B.C. & SEATTLE		MINU .	May, from Kon
İ		Capt. B. Kon,	7,000	
	VICTORIA, B.C. and [S	TAMBA MARU	٠.	TUESDAY, 25th
I	SEATILE, via SHANG-	Capt. K. Noda,	7,000	April, at Noor
l	HAI, MOJI, KOBE,	SAWA MARU		(TUESDAY, 23rd
ľ	YOKKAICHI, and IORO-	Capt. Irizawa,	7,000	May at 4 pag
Į	SYDNEY and MELBOURNE,	KUMANO -MARU	,,,,,,	FRIDAY, 12th
ŀ	via MANILA, THURSDAY	Capt. M. Winckler,		May, at Noon.
l		YAWATA MARU		ADDID LIE OU
İ	ISLAND, TOWNSVILLE	Capt. J. Nagao,		FRIDAY, 9th
	and BRISBANE \	1.5	5,000	
		TOSA MARU		i ved Dati, 2001 i Anril
	KOBE	Capt, H. Nomura.	<del>6,00</del> 0-	221/1/4
١.	KOBE and YOKOHAMA {	KAGA MARU	`	THURSDAY, 2/th
			7,000-1	
	BOMBAY via SINGAPORE, [ 1	BINGO MARU	•	TUESDAY, 2nd
į	and COLOMBO	Capt. S. J. G. Parsons,	5,000	May."
	NAGASAKI. KOBE andf	YAWATA MARII		CWEDIDAY TOOK

### SAILINGS AND PASSAGE RATES FROM HONGKONG.

Capt. J. Nagao,

Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. # Cargoonly.

+ Calling at Keelung and Shimizu.

May, at Noon

To M	ARSEILLES AND LO	NDON VIA SUEZ CANAL.
Steamers.	Tons. Leave H.K.	To London, per New Steamer
KAMO MARU	9000 26th April	1st Class S Y: 550.00.
AKI "	7000 10th May	" 2nd Class S 360.00 R 540.00
MISHIMA ',,	9000 24th "	, , , old str. 1st Class S 500.00 R 750.00
KAGA ,,	7000 7th June	2nd Class S 330.00 R 495.00
$\mathbf{v}$	ICTORIA, B.C., & SEA	ATTLE, WASH., U.S.A.
Steamors,	Tons, Leave H.K.	RATES OF PASSAGE.
TAMBA MARU	7000 25th April.	To Pacific Coast Common Points:  1st Class S £30

23rd May. AWA To London via New York: 1st Class S £60. INABA 7000 20th June via St. Lawrence: 1st Class S £59

For further information as to-Freight, Passage, Sailings, &c., apply to KUSUMOTO, MANAGER. 14 - 401

#### SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM		(SUBJECT TO ALTERATION.)
Steamers	TONB	SAILING DATES
MONGOLIA	27.000	SATURDAY: 29th April at 1 pm
* KUKEA	18,000	SATURADY. 27th Mag. at. Lear_
E = SIBBREA	12 ሰሴን	TIDITA 37 OAL Table 14.1 minut
" MANGIUMIA	27,000	SATURDAY. 24th June. at 1/p.m.
	41.000 · · · · · · · · ·	- BATUMDAI. 21518 JUV. ALIDU
* KOKEA	18.000	FRIDAY. 11th Aug. "at 1 p.m.
* SIBERIA	18,000	FRIDAY. 26th Any at 1 page
* MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 PM
* Twin Scrows.		
All Steamers are Empiroral with	Windson Tolomo	

An oceaners are Equipped with Wireless Telegraphy THE R.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 29th April, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:

#### INTERMEDIATE SERVICE.

ASIA	9,500 Pons Frid	AY, 21st April, at 1 P.M.
	. 9,000 Tons Frid	AY, 19th May, at 1 P.M.
		AY, 16th June, at 1 p.m.
THE S.S. "ASI SAKI KOBE	A" will leave for SAN ERAN(	CISCO VIA SHANGHAI, NAGA LU, on FRIDAY, 21st April, at 1 p.m.

On the Eine MAIL Steamers, ASIA, CHINA and PERSIA FIRST CLASS. SALOCY SERVICE is furnished at Intermediate Rates. FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43. via New York , # £45.

HONGKONG TO SAN FRANCISCO ... ... ... ... ... ... £25. Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

#### THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East: 16, DES VEUX ROAD, HONGKONG. \* SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. CHIMF OFFICE:-LUDGATE CIRCUS LONDON. E.C.

### TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATI & CAPTAIN DATE OF SAILING. \* AMERICA MARU ... 11,000 ... A. G. Stevens ... FRIDAY, May 5th, 1 P.M] + TENYO MARU ... 21,000 ... E. Bent \* NIPPON MARU ... 11,000 ... H. S. Smith ... FRIDAY, + CHIYO MARU ... 21,000 ... W. W. Groone ... FRIDAY, Jane, 30th, 1 P.M † Triple Screws, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices. FITHE Triple Screw Stemmer "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 5th May, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Tons. - Captain - Date of Salling. HONGKONG MARU 11,000 ... IL. Hinokuma SATURDAY, June 17th, 1 P.M. 17,500 ... H. Nishi ... TUESDAY, Aug. 15th, 1 P.M. 10,500 ... K. Hashimoto SATURDAY, Oct. 14th, Lum

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKO-HAMA, HONOLILU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO AND CORONEL on SATURDAY, 17th June, at 1 P.M.

FARES FROM HONGKONG,

TO SAN FRANCISCO .. NEW YORK ... £ 120-0-0, Return 6 Months £ 125-0-0, ... 24 Yen. 420.00, Single " VALPARAISO... Yen. 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:-TO EUROPEAN POINTS :- Officials of may European Naval, Military, Biptomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Govern-

ment of China and Japan. TO CANADIAN AND UNITED STATES POINTS :-- Commissioned Officers the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call TO ALL POINTS :- Missionari's and their families. (These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and laxurious in every w.y. Excellent cuisine and accommodation. "TENYO MARU" and "CHIYO MARU" are fitted with Turbino Engines and Triple Screws. Record Speed 214 knots.

Through Bills of Lading issued to North, Central and South American Ports. For Further Particulars as to Passage and Freight, apply to

> K. MATSDA; LOCAL MANAGER, King's Building (Opposite Blake Pier)

### OSAKA SHOSEN

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGRONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.



Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAT THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest

and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico. Central and South America.

VICTORIA, B.C. & TACOMA VIA SHANGHAI, MOJI, "CANADA MARU TUESDAY, 2nd KOBE and YOKOHAMA May, at Daylight VICTORIA, B.C. & TACOMA VIA KEELUNG, NAGASAKI, "TACOMA MARU TUESDAY, 16th Kone and Yoronama May, at Dayligh t

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

FOR	STEAMERS	LHAVEP.
TAMSUI VIA SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 23rd April.
* FOOCHOW VIA SWATOW Land AMOY	CHOSHUN MARU"	WED DAY, 26th April, at 8 A.M.
Fer information of Freight,	Passages, Sailings, etc., an	nly at the Cole Torol

8. HIROI, -

MANAGER

Branch Office, at Second Floor, No. 4, Queen's Buildings



## 18 CARAT GENUINE ROLLED GOLD JEWELLERIES

MESSRS. RODI & WIENENBERGER A.-G, PFORZHEIM,

Kept in Stock by the Undersigned.

THE GOODS ARE WARRANTED TO KEEP FOR 10 YEARS. Sole Representative for China:

## HUGO C. A. FROMM,

TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

· F	OST	OF	$\mathbf{F}$	CE	N	OTI	UЕ
		•	+		•	¹ <del>=</del> .	2 .

Only fully propaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Mongolia, with the American Mail, may be expected here to-morrow, at 10 a.m.

	FOR	·		PER			DATE	
Hongay Swatow, Singapore	Lind-Bańcko	k		unjen 'ongkoi	••	Friday, Friday,	21et,	8,00 a a 9.00 a m
Swatow, Amoy and Singapore, Penang	Foochow	***	H	aiyang umsang ,		Friday, Friday, Friday,		10:00 A N 10:00 A N
, i						Trinted ples	Matter	and Sam 11.00 A M 10.15 A 3
BHANGHAI, NAUAS HONOLULU and SIBERIAN	San Erançı	800	$\left\{ \prod_{i \in \mathcal{I}_{i}} A_{i} \right\}$	sio	<b>4</b>	fee o 11.00 Registra	f 15 ca A.M.) dien,	vith_lat uts_up_t Kowloo
		· · · · · · · · · · · · · · · · · · ·				B. O. No late Letters	fo«.	10 30 a : Noon
Macao Chefoo and Newel	 wang id Yokohama	tion of the second of the seco	1	vi Tai Uhu ayern	•••	Friday, Friday, Friday.	21st, 21st, -21st,	3.00 Pc.
Shanghai, Kobe at	4							

				1	Registr	aton	4.15 P M
Shanghai			·}	Liferania di	ist (in rist	ration	with late
(SIBERIAN A	тан, тозі	EUROP	E)j.	Chinhua	1 fee of 5.00 i	_	its up to
				· · · · · · · · · · · · · · · · · · ·	Leiters	. my	6.00 P M
•			·		Sunday,	23rJ,	9.00 A M
Swatow, Amoy and		•••		Daigi Mare	Sunday,	23rd,	9.00 A N
Macao				Sui Tai	Monday,	24th, 24th,	1.15 P M 3.00 P M
Shanghai, Kobe and	Moji			Gregory Apcar <u>Huichow</u>	Monday, Monday,	24th,	3.00 P M
			***	Choysang	Monday,	24th,	5.00 P ±
Shanghai Manjis, Cebu, Hoile	Yan, Ma	iroun, A	agaur, }		. <u>I</u>		
Friedrich Wilhelt	nshafen, it	արույլ է Մարդա	er bents d	Prinz Waldemar	Tuesday,	25th,	9.00 A

	Prinz Waldemar,	Literation, 2011, 2.00 A. II
Melbourno, Adelaide, Porth and Fremantle		Tuesday, 25th, 10.00 A M
Swatow, Amoy and Foochow Shanghai, Moji, Kobe, Yokkaichi, Yokohama, Victoria, B.C., Scattle	Haitor	Tuesday. 25th, 10.00 A M
Victoria, B.C., Seattle	1	Tuesday, 25th,
		Printed Matter and Samples 10.00 A n
EUROPE, Ac., INDIA VIA TUTICORIA.  (Trate Letters 11 00 A.M. to NOON, Extra	<del></del>	Registration 10.00 A M (Registration, with late
		(Tax Dangerannora)

time for the first clearance will be	Registration, Kowloon
included in this contract mail.)	B.O 10,00 A %
	No late fee.
	Letters 11.00 A M
Macao Sur Tai	Tuesday. 25th. 1.15 P M
Macao	Tuesday, 25th, 3.00 P M
SULTABLE ILLE, CAN KING BOLD - WE TO	Tuesday, 25th, 3.00 Ры
Salation to the salation of th	" Wednesday, 26th, 9.00 A M
Singapore, Penang and Colombo Kama Mara	Wednesday, 26th, 10.00 A M
Swatow Haimun	Wednesday, 26th, 11.00 A 61
THE PROPERTY OF STREET AND ADDRESS OF THE PROPERTY OF THE PROP	1 1 14 14 1
Swatow, Amoy and Foodhow	

Port Darwin, Cairus, Hobact, Dunedin,		Town Law n, Moll	sville, I ceston, courne,	Brisbane, New Adelaid	Bydn Zenla c, Pe	ey,   nd, } rth	I	E
, `	and Fr	eman (le	,,, ,,,	•••	4.1	••• <b>)</b> •	•	
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SHARGHAI, NAGABAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO					Mongolia	
Rugore, &	co Tranta S		ALL (			
(Late I. Posta	etters 11.00 ge/10 cents	J A.M. to	Noon			
time	ementary r fixed for ra Postage	<u>departure</u>	of the	mail.	Assaye	
Lette	rs Posted i	n all the	Pillar	Boxes		

(Supplementary man on mand up to rue-	ì
time fixed for departure of the mail.	<u>!</u>
Exira Postage 10 cents.)	• ]
Taltack posted in all the Pillar Boxes	١
in time for the first clearance will be	1
included in this contract math)	ı
The Parcel mail will be closed on Friday	;
28th inst., at 5 p.m.	٠,
	-

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ν	nghai, N. iotoria a SIBERIA	No Vanc	OUVER	$(\mathbf{B}(\mathbf{C}))^{-1}$	$\left.\begin{array}{c} {}_{\mathrm{M}K_{i}} \end{array}\right\} E$	mpress o
		يباعثا والأداب			<del></del>	

W.	H. A	LLEN,	SON	&	CO.,	LTD.
	QUEEN'S	ENGINEER	ING WO	ORKS,	BEDFO	RD,
		EN	GLAND.	- -		

MANUFACTUREUS OF :--A .- Centrifugal- Pumps (including Turbine Pumps) driven by Steam-Engines, Electric-

Motors or by Belt. B .- Condensing Plants of the Surface and Jet Character Driven by Steam-Engines, Electric-Motors or in any other manner. C .- Steam-Engines of the Open and Enclosed Type for Electric Lighting, Transmission

of Power or for Driving by Belt. D.—Continuous Current Dynamos and Motors. E .- Centrifugal Fans for Forced or Induced Draft Driven by Steam-Engines, Electric-Motors or by Belt.

F.-Allen Vertical Enclosed Air Compressors. G.—Vertical Oil Engines.

H .- " Allen-Picard, Pictet " Water Turbines.

Full Details and Particulars of any of the above-mentioned Machinery. Apply to:

14, DES VŒUX ROAD CENTEAL, HONGKONG.

#### COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

			•	2 <sup>10</sup>	-
-			<del></del>	April 2	ith.
On	LONDON :-	<b>-</b> '			_
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137	R SILVER,	ស្លាក បង្ក			10
1 .	•	_			

.....20 cents pieces......\$6.56 discount

Chinese .....10 Hongkong ...20

Hongkong ...10

fee of 10 cents up t

10:45 A.M.)

Saturday, 29th.

10.39 A M.)

Registration,

No late fee.

Letters

Saturday,

fee of 10 cents, up to

Kowloon

... 16.00 A M

and Felucca

THE MAN OF TASTE

THE CIGARETTES OF DISTINCTION

Bouton Rouge

IN 50's & 100's

HERMETICALLY SEALEDBOXES

AT \$4.20 AND \$2.80 PER 100

ALL TOBACCONISTS



### SHARE LIST.—QUOTATIONS.

Hongkong, April 20th, 1911. CLOSING QUOTA VALUE PAID UP. TIONS CASE. SHARES. 122091, buyara

60,000 50,000

12,000

<u>50,000</u>

150,000

78,000

12,500

16,000

25,000

50,000

75,000

20,000

60,000 pref.

60,000 def.

2,500,000

9,900 ordy,

100 fders

6,000

**-7,000**-

\$55.

Tla. 93.

₹200.

\$172, sellers \$7, buyers

3122, sellers

\$25 | \$105 buyers.

350 \$530, buyers

£5

:100 \$845.

\$00 | \$205.

Tis. 160, sales

\$94, sellers

\$28, sellers

\$23, sellers

\$5, buyers

\$107, sellurs

\$294 sales

\$66, sel.  $\begin{cases} L' don \\ £6. \end{cases}$ 

\$47, sal. & buy.

Tls. 99.

\$13.

\$1 1 \$1, buyers

all \$10, sales

all 191/3 sales

\$26.

all 862, buyers

33, buyers

\$3, sollers

₹6.60, sellers

\$12, buyers

\$300.

-12, buyers

°\$5 | **[** \$16,

all 1, \$25.

. 51U

\$250

\$100

Tla. 50

£1

\$51, buyers

\$3½, sollers

\$23, soliers

\$110, buyers

\$70, ∫buyers

Tls. 65, sellers

35]

BANKS.— Hongkong & Shanghai Bank Corporation	120,000	\$125	all	£87.10/-
<u> </u>	99,925	£7	£6	\$80, buyers
National Bank of Chins, Limited	60,000	\$12	all	\$9,_sales
China Berneo Company, Limited	50,000	₹5	all	81, sales
China Light and Power Company, Limited,	50,000	\$1 \$10	all ell	\$71
China Provident, Loan & Mortgage Co., Ld.,	200,000	<u> </u>		
Corporal Milia	20,000	Tis. 50	all	Tls. 85.
Ewo Cotton Spin's: & Weaving Co., Ld. Hongkong Cotton Spinning Co., Ld.	125,000	\$10	alt a l	\$53, sellers Tis, 48.
Testamentianal Cotton Manufille Con 140.	10,000	Tis. 75 Tis. 100	a!]	Tls. 57.
I Taou. Kung. Mow C. Spin & Woav. Co., La.	;	Tls. 50	all	Tls. 22½
Soy Chee Cotton Spinning Co., Limited	40,000	57 <u>4</u>	\$6	\$20, buyers
Dairy Farm Company, Limited	10,000	1 1	i .	ero man
DOCKS AND WHARVES.	60,000	\$50	all	\$52, sellers

H'kong & Kowloon Wharf & G. Co., Ld.
Hongkong and Whampoa Dock Co., Ld.
New Amoy Dock Co., Limited
Shanghai Dock and Engineering Co., Ld.
Shanghai and Hongkew Willer Co., Ld. 36,000 Fenwick & Co., Limited 400,000 Green Island Cement Co., Limited ...
Hongkong and China Gas Co., Limited
Hongkong Electric Co., Limited Hongkong Hotel Company, Limited ... Manila Metropole Hotel Limited Hongkong Ice Company, Limited Hongkong Rope Manufacturing Co., Limited H'kong& South China Steam Fisheries Co., Ld. INSURANCES .-Canton Insurance Office Co., Limited

28th, 10.00 A M China Fire Insurance Co., Limited ... China Traders Insurance Co., Limited ... Hongkong Fire Insurance Co., Limited 29th, 10.00 ▲ M North-China Insurance Co., Limited ... Union Insurance Society, Limited Yangtsze Insurance Association, Limited LANDS AND BUILDINGS .-Printed Matter and Sam-Hongkong Land Invest. Agency Co., Ld. ples... ... 10.00 A M Humphreys' Estate and Finance Co., Ld. Registration ... 10.00 A M Kowloon Land and Building Co., Ld. ... Shanghai Land Investment Co., Limited (Registration, with late

West Point Building Co., Limited

SocietéFrançaise desCharb'ges du Tonkin Raub Australian Gold Mining Co., Ld.,

Peak Trainways Co., Limited ... Saturday, 29th, Philippine Co., Limited Printed Matter and Sam ... 11.00 ж м China Sugar Refining Co., Limited .... Registration ... 10.03 A-M Luzon Sugar Refining Co., Limited ... (Registration, with late STEAMBHIP COMPANIES. fee of 10 cents, up to China and Manila Steamship Co., Ld. ... 10.45 A.M.) Douglas Steamship Co., Limited Registration, Kowloon Hongkong, Canton & Macao S.B. Co., Ld. ... 10.00 a m Indo-China Steam Navigation Co., Ld ... 11.00 д н Shell Transport'& Trading Co., Limited.

Registration, Kowlcon Star Ferry Company, Limited ... 3.00 г л South China Morning Post, Limited Printed Matter and Sam-Steam Laundry Company, Limited ... STORES AND DISPENSABLES .-Registration ... 3.15 P M Campbell, Moore & Co., Limited (Registration, with late Wm. Powell, Limited ... fee of 10 cents, up to Watkins, Limited 4,00 r m) A. S. Watson & Co., Limited: ... Weissmann, Limited Saturday, 29th, 5.00 P R H. Price & Company, Limited

United Asbestos Oriental Agency, Limited, Union Waterboat Co., Limited Rubber.— Para Rubber in London

5/5 per 1b. steady Quotation. Interesta 7% p. annum Pur. Tis. 250 7% p. annum Pur. VERNON & SMYTH, Share Brokers. Tig. 767.200

Noon-Twenty Second Ordinary General Meeting of Geo. Fenwich & Co., Ltd., at Hongkong Hotel. 12.30 P.M .- Half-Yearly Meeting of Hongkong Jockey Club.

FORTHCOMING EVENTS.

TO-MORROW

nesday, 25th April-Twenty-Second Ordinary General Meeting of The Hongkong Electric Co., Ltd., Noon. Tuesday, 25th April—Auction of Vuluable Househeld Furniture at No. 4, Elliot Cres-

cent, Robinson Road, by Mesers. Hughes & Hough, 2.30 P.M. Wednesday, 26th April-Thirty-Eighth Ordin- Persian fine quality .... \$1,150 ary Yearly Meeting of Union Insurance | Persian extra fine ... \$2,025 Society of Canton, Ltd., Noon.

Wednesday, 26th April-Forty-fifth Ordinary Patna Old Yearly Meeting of China Traders' Insur- Benares New ... ... \$2, 85 Benares Old ... ... \$2,135 ance Co., Ltd., 12-30 P.M.

Saturday, 24th June-Extraordinary General Meeting of the National Bank of China, Ld. 12.30 P.K. OPIUM MESSRS. FALCONER & COMPANY'S Quetations are:-

Barometer 9'A.M. 30.09 | Ther. (Wetbulb) 9AM 65 \$2,100/2,150 per pica Barometer 4 P.M. 30.02 | Thor. (Wetbulb) 4PM 66 ... \$2,180/2,200 Malwa Older ... Thermom. 9 A.M. 68 Ther. Maximum ...65 ... \$2,22)/2,250 Malwa V. Old Patna New ... ... \$2,185

### THE NESTLE & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

BRAND

LARGEST BALE in the WORLD.

As a guarantee of Quality, see the 'z MILKMAID on every Tin.

NATURAL MILK. A trial of which will satisfy you of its - EXCELLENCE

20 Cents Per Tin.

82.30 .... Per Doz. Tins.

89.00 .... Per Case of 4 Doz. Tins.

ON SALE AT-LANE, CRAWFORD & Co. KWAN TYE. Queen's Road Central CHEONG TYE, Queen's Road Central.
MAN YUEN. Oncom's Road East, NAM HING LOONG, Queen's Bond Central MUTUAL STORES, Queen's Road Central, HONGKONG CO-OPERATIVE SOCIETY, 11. Caine Road.

### GILLON'S

V. O. P.

SCOTCH WHISKY.

THE BEST ON EARTH.

GUARANTEED 25 YEARS OLD.

SOLE AGENTS IN SOUTH CHINA

### H. PRICE & CO., LTD.,

12, QUEEN'S ROAD, CENTRAL.

Hongkong, 20th April, 1911

REGISTER.

HONGKONG TIDE TABLE. HONGKONG METEOROLOGICAL REGISTER. From April 21st to 27th, 1911. LOW WATER. HIGH WATER. Hongkong Observatory, April 20th. PreviousiOn Date On Date H'kong H'kong at 4 p.m. 10 a.m. + 4 p.m. Time. 30.13 Temperature nor low-water. Wind Direction ... WSW 22 no inferior highյլ 34 г 1 8 23 noinferior high- nor low-water. Mon. 24 m 7 34 4 7 m 0 17 1 6 Highest open air Temperature on 19th 69 5 33 a 5 9 0 1 a 4 2 Tues. 2: m 7.39 5 0 m 0 54 1 5 Lowest open air Temperature on 19th 63 0 45 a 3 26 m 7 49 5 4 m 1 23 1 28 a 2 8 7 28 a 6 2 TISITORS TO CANTON. Thurs 27 m 8 8 5 9 m 2 0 1 Should Purchase 8 20 a 6 2 2 13 a 2 1

" FROM HONGKONG TO CANTON BY THE PEARL RIVER."

CAPTAIN C. V. LLOYD. With Illustrations, Maps and Plans.

Price ... \$1.75 Barometer 1 P.M. 30.05 | Ther (Wetbulb) 1PM 65 ()n Sale at-Hongkong: "DAILY PRESS" Office. Messrs. Kelly & Walsh

Messrs. BREWER & Co

Messrs. A. S. Watson & Co.

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